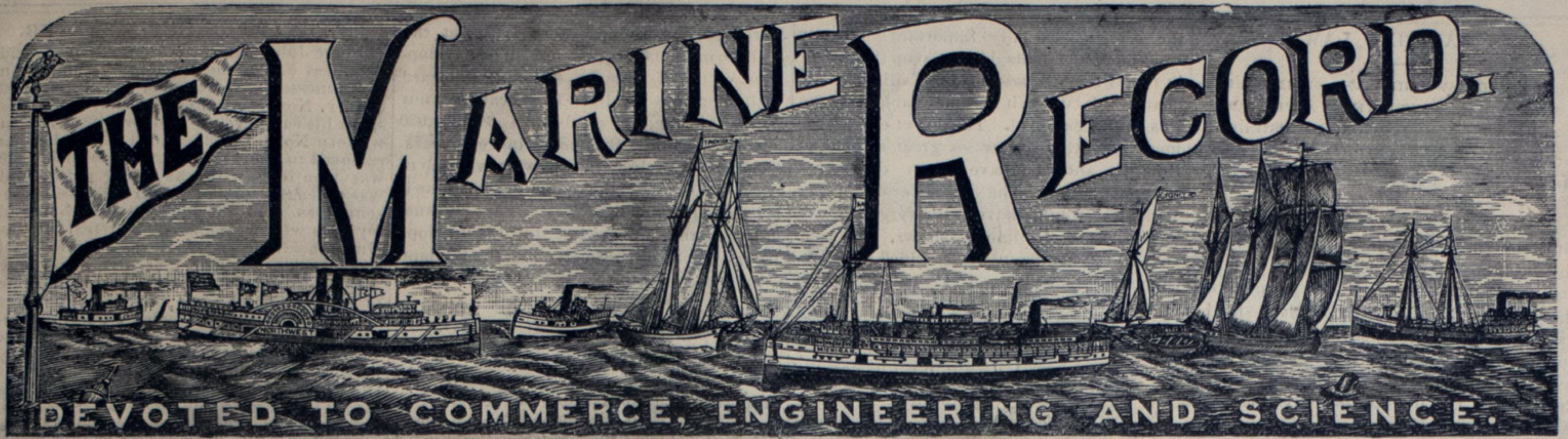




VOL. VIII. NO. 14.

CLEVELAND, O., APRIL 8, 1886.

\$2.00 PER ANNUM
SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Ice has again made its appearance off this port but not in great quantity.

Schooner Mineral State is on Messrs. Smith's boxes for general overhauling.

A spar, made by Presley & Co. was placed in the propeller N. K. Fairbank at Captain R. Greenhalgh's spar yard.

The propeller Republic has occupied Globe drydock since last Friday. She has received new stanchions, stringers, rail, and bulwarks all around.

Captain William Bradford, late master of the H. E. Packer, and the past winter instructor of the school of navigation in Buffalo, was in the city this week.

The propeller Sunlac, which was expected here last Friday from Detroit, has been sold by the Saginaw Transportation Company to Lake Michigan people.

The tug Castle, which was hauled out and rebuilt at Radcliffe's yard made her appearance again in the river last week. Her improvement is a credit to Mr. Radcliffe.

The river custom house will be opened on Thursday. John B. Coffinberry will have charge of the office. Owen Kane will assist him in the day time. The night man has not as yet been decided upon.

Mr. G. C. Barnes, Agent for the Aetna shoring grate, put ten and a quarter tons of Aetna grates under eight boilers in the H. P. Nail Works, this city this week. This order comprises 288 grates and 32 rockers or 288 square feet.

The transactions since our last report include one-half of tug R. K. Hawley, J. W. and S. Williams to Thomas Hobson, and James and Joseph Dewhirst; Consideration \$2,000. One-quarter of barge A. Walton, E. J. Vance to S. A. Spear; consideration \$1,000.

Some changes of masters have been made, as follows: Captain J. M. Robison to the H. D. Root; Captain E. A. Cayler to the J. R. Pelton; Captain B. H. Jones to the Geo. Spencer; Captain E. Morton to the Wallula and Captain Wm. Carlisle to the Hiawatha.

Following are the appointments to Captain Philip Minche's fleet: Onoko, Captain W. K. Trinter; O. N. Steele engineer. J. H. Devereux, Captain Thomas Wilford; Quincy Miller engineer. Wm. Chisholm, Captain Peter G. Minch; W. Seaman, engineer. Glidden Captain William Young; George Parsons, engineer. A. Everett, Captain Albert Myers; James Clancy engineer. Schooners Sophia Minch, Captain Henry J. Trinter; F. A. Morse, Captain J. Harrington; G. H. Warlington, Captain C. Young; H. J. Webb, Captain Daniel Young.

The details of the tug combination or pool have now been completed and the action of forming the pool is one of common sense. It will put an end to the ruinous war of competition that has been in vogue at this harbor for some years, without increasing expense to vessels. There are now seventeen tugs in the association seven owned by Messrs. J. A. and L. P. Smith, the tugs James Amadeus, Patrick Henry, S. S. Stone, N. B. Gates, L. P. Smith, Maggie Sanborn and Charles Henry; the four owned by Captain Robert Greenhalgh, the tugs W. H. Doan, Charles E. Bolton, J. R. Worswick, and Mary Virginia; the tug Florence owned by Captain George Stevenson, the tug Dreadnaught, owned by Thomas Dowling, the tug D. W. Cushing, owned by John Archer, the tug R. K. Hawley, owned by Messrs. Dewhurst Bros. and the tug Ida Sims. The American Eagle, owned by Captain Dahlke will enter the combination as soon as she can be rebuilt. The tugs are pooled at their value. When all the tugs are not needed to supply the demand the expense will stop on them until such time as all are required, which will be quite an item. Towing rates are made up on the basis of the tonnage

requiring service and distance, and range from \$8 on small, \$20 on medium, to \$30 on large schooners. Transfers will be charged for according to the distance the tow is moved. We named the officers of the organization last week.

CHICAGO.

Special to the Marine Record.

Freights reached 4c on wheat to Buffalo on Monday last, and on Wednesday 4c, and 6c to Kingston. To Buffalo, steamers Ballentine and S. E. Sheldon; to Kingston, schooners McVea and Lem Ellsworth.

The coal yards at this port are nearly empty, and good coal freights ought to be obtained to fill them up again.

The steamship City of Rome, Captain A. C. Chapman, is having one of the Cleveland Globe Iron Works latest improved steam steering gears placed in her pilot house, similar to the one placed on the iron steamship J. H. Devereux last year.

The steamer A. Booth has been housed in all around and received new cabins to give accommodations to passengers. She will run between Duluth and Port Arthur the coming season.

Miller Brothers, shipbuilders, have removed their down town office from 212 South Water street to 26 Market street.

R. Chester has supplied the schooner Bertie Calkins with one of his patent fog horns.

The side wheel steamer John A. Dix, Captain David Cochrane, arrived from St. Joseph Saturday noon. She will be fitted out at this port and commence running about May 1st between Chicago and St. Joseph.

The Graham & Morton Company's steam-barge Berrien is running between Chicago and St. Joseph with freight, taking the place of the propeller Lora until some improvement has been completed in her machinery by adding a condenser, thereby converting her engine into a low pressure. Captain R. Phillips is in command of the Berrien, Fred Almendinger mate, Thomas Lyons first engineer, C. C. Rittenhouse second engineer.

The Goodrich Company's steamer Sheboygan arrived from Manitowoc on Monday to take her place on the route between Chicago and the latter port. The propeller De Pere, which has been running along the west shore all the winter, is at Manitowoc getting her spring fit out. The propeller Menominee is running between Milwaukee, Manistee and Ludington, having taken the place of the City of Ludington, which has gone to Manitowoc to get her spring fit out, after doing good business all the winter.

The schooners Charles E. Wyman, Hunter Savidge and David Macy, lumber laden, arrived from Grand Haven Sunday last. The steam-barge Fayette arrived with a load of lumber on Tuesday morning, her first round trip.

The tug T. T. Morford towed the schooners Nevada and John O'Neil from Milwaukee to load grain at this port, arriving Monday.

The Dunham Towing & Wrecking Company have contracted to do the towing this season at this port for the following companies' steamships: Anchor, Union, Western Transit, Lehigh Valley, Lake Michigan, Lake Superior, and Ogdensburg.

The following are the appointments to Dunham's fleet of schooners and tugs: Schooner Pepsaukee, Captain H. R. Moore; schooner Lottie Wolf, Captain H. R. Hatch; schooner A. Mosher, Captain P. N. Johansen; schooner Moses Gage, Captain C. Nelson; schooner F. J. King, Captain Wm. Griffin; tug T. T. Morford, Captain C. Rouch; tug G. W. Gardner, Captain A. C. Johnson; tug A. Mosher, Captain J. R. Sinclair; tug A. Miller, Captain J. Ferguson; tug R. Dunham, Captain A. Maguire; tug J. C. Ingram, Captain G. Leonard; tug F. Thieleke, Captain T. Johnson; tug Uncle Sam, Captain M. Driscoll.

The Dunham Towing & Wrecking Company have put all their wrecking appliances in A1 condition, ready for any emergencies for which their services may be required.

Gjeston & Swinson, sailmakers, have been making new sails for the schooners T. Y. Avery, Wren, Jenny Mullin, Vega, Cape Horn, J. L. McLaren, Wade, Clipper City, Gesine, J. V. Taylor, H. A. Richmond, H. Rand, Winnie Wing, Cuyahoga, E. M. Stanton, and many others. They will probably occupy the sail loft recently occupied by the H. Channon Company, 210 to 216 South Water street.

It is reported that Goodnow & Hinds have purchased the schooner Herschel from Kirby, Carpenter & Company, for \$2,500.

At Miller Brothers' shipyard, the steam-barge J. E. Rumble went into drydock for refastening; the tug E. P. Ferry for a new shaft and wheel; the scow Restless for recalking; the schooner John Miner for new frames and ceiling aft; the scow Rockaway is receiving some new frames aft and some outside plank; the tug R. Brindville new rail; schooner Cheney Ames a new rudder stock; the schooner C. J. Magill two new lumber ports and some general repairs.

At the Chicago Drydock Company's the propeller Coffinberry is in dock for a new stern bearing and a general overhauling; the tug Ewing has received new tow posts; the schooner J. M. Hutchinson, Skylark, Cuyahoga, J. B. Wilbur, Erastus Corning, and Golden Fleece have received general repairs; the schooner L. B. Shepherd new iron knees; the steamyacht Charm recalking; the propeller Rhoda Emily some repairs.

Thomas D. Stinson has sold a quarter interest in the schooner Stafford to Otto Oleson for \$2,500.

Marine engineers at this port have formed an association designated as the Brotherhood of Lake Marine Engineers, similar to that formed in Cleveland in January and reported in the MARINE RECORD at that time. With twenty-five charter members this association was formed and the following officers were elected: Chief, Michael Maher; assistant chief, Burt Bailey; corresponding secretary and first assistant engineer, Captain M. T. Coughlin; treasurer and second assistant engineer, Joseph Quinn; financial secretary and third assistant engineer, Simon Armstrong. So successful has the movement been at this port that twenty-five additional members have been secured.

The rate to Buffalo, has advanced to 4 cents for wheat, and several charters have been made on that basis. The Western Line propeller Milwaukee will load 50,000 bushels of wheat, and the Nahant 49,000 bushels of wheat at 4 cents. The schooner Thomas Howland was chartered for 22,000 bushels of corn to Kingston at 6 cents per bushel, and the Golden Fleece for 28,000 bushels of corn to Sarnia at 2½ cents per bushel.

Lumber freights have been settled at last. Two vessels were chartered to carry cargoes from Muskegon at \$1.25 per 1,000 feet. This establishes the Ludington rate at \$1.37½ and the Manistee rate at \$1.50 per 1,000. Shippers made an extraordinary effort to bear rates, but vessels were scarce and they were compelled to pay \$1.25.

Johnson has changed the name of the schooner A. J. Covell to Vega.

WILLIAMS.

SAUGATUCK.

The propeller Douglas was launched Saturday. She has twenty extra state-rooms added, which will give her accommodation for nearly a hundred passengers. She has been otherwise fitted up in first-class style.

FRANKFORT.

Special to the Marine Record

The schooner Flying Cloud drifted ashore at Pierpont on Monday night while trying to leave the pier. The propeller George

Sanford pulled her off, and she sailed for Chicago uninjured.

BUFFALO.

The Pennsylvania coal company have begun loading the propeller Juniata, of the Anchor Line, at going rates on the opening of navigation. Sixty-five cents to Chicago is offered by shippers, but no contracts have yet been made.

The ice was running down river very fast, but the lake from shore to shore is full of large loose cakes, which, at the present rate, will soon be cleared out.

The propeller lines have agreed not to start before April 15, and will hold a meeting before that time to decide whether they will start then or not.

It was voted that meetings of the board be held at Buffalo every Tuesday morning at 11 a. m. until further notice. The secretary was instructed to write to Captain F. A. Cook, lighthouse inspector, eleventh district, expressing the views of the board as in favor of the erection of a coast lighthouse at Two Harbors, Minn.

The life saving stations in this district have been opened. The station at Salmon Creek, near Oswego, burned Saturday night, and is believed to have been fired by a discharged member of the crew. Captain Chapman, of that station, has been appointed, but the crew has not been retained. There is a probability that stations will this summer be erected at Fort Niagara, Lake Ontario, and at Ashtabula, Lake Erie, but will not be manned till next year. The lights on this end of the lake will not be put on for some time.

There is now about an even 100,000 tons of coal stored here by four companies.

Dart Elevating and Transfer Company has been incorporated here and the Buffalo and Port Huron Transportation Company. The latter has a capital stock of \$90,000. William Forbes, Edward Smith, and Albert A. Crane are named as directors.

Buffalo grain shovellers adopted rules and rates of last season.

Thomas Ryan of Buffalo has bought the passenger propeller Nipigon from the Allen steamship company for \$15,000. She formerly ran between Chicago and Montreal.

Canal rates on wheat to New York have been raised from 5 cents to 5½ cents.

The marine insurance agents have cut off all outside agencies along the lakes, giving each company but one local agency in each place.

The coal men met and discussed rates, but have not yet decided on any figures. Vesselmen refuse to take less than 60 cent. to Chicago.

SANDUSKY.

Captains' papers have been issued at the custom house here as follows: J. D. Peterson, of Huron, to command the propeller Columbia; L. H. Wilcox, of Oberlin, to sail the schooner Comrade; Charles Peterson, of Huron, to command the schooner Jura, and John McKeighan, of Cleveland, to sail the schooner Our Son.

The tug Myrtle, of this port, sprung a leak off Marblehead, eight miles from here, Monday and had a narrow escape from sinking. She had on a deck load of heading for Soncrant & Bailey, coopers, of this city, and in order to save her the whole cargo was thrown overboard. The tug managed to reach the Marblehead shore, where, with the assistance of the life saving crew, Captain Clemons, she was pumped out.

MILWAUKEE.

The Grain Trimmers' Union of this city has established a new rate of \$1.50 per thousand bushels for "trimming grain"—an advance of 50 cents per thousand.

The Porter, Reuben Doud, H. C. Richards, G. G. Houghton and Moonlight have loaded wheat and Itasca corn. The Maria Martin has been ordered to load here and it is thought that all the tonnage will be taken in a short time.

MARITIME LAW.

DRAWBRIDGE SWINGING AND STRIKING PASSING VESSEL—DEFECTIVE APPLIANCES—ADMIRALTY JURISDICTION. ETHERIDGE VS. THE CITY OF PHILADELPHIA.

U. S. District Court, Eastern District of Pennsylvania.

1. While the schooner Elm City was passing through a drawbridge in tow of a tug, the bridge gave a sudden swing, striking and damaging the vessel. It appearing by the evidence that the bolt which should have held the bridge open was out of order and useless, which fact was known to the respondent, the City of Philadelphia, before the accident, and that this defective bolt was the cause of the accident, and that the vessel was in no wise to blame, held, that the respondent was liable for the damage.

2. The admiralty has jurisdiction of such a suit.

On the morning of the 17th of March, 1884, the schooner Elm City was taken in tow by the tug Kensington for the purpose of moving the schooner from the Knickerbocker ice wharf on the Schuylkill river, round to the coal piers on the Delaware at Port Richmond. Below the schooner was the drawbridge, which crosses the Schuylkill at South street. The tug gave the usual signal for the opening of the draw, and it was accordingly swung open. The tug, with the schooner in her wake, entered the draw when the northern end of the draw swung to the westward caught the rigging of the schooner, tore a good deal of it away, broke her mainmast, and did other damage. The amount of the vessel's loss, including detention was about \$2,000. Captain Etheridge, the master of the schooner, brought suit against the City of Philadelphia which is the owner of the South street bridge.

Messrs. Driver & Coulston for libelants—When the draw is on, it is held in place by a bolt sufficient to hold it and make it secure for travel. When the draw is turned off to allow vessels to pass, it is secured by means of a bolt which enters a socket in the south pier and holds the draw in place. On the day in question the men who were operating the draw did not use the bolt because the bolt and trestle were out of order; they have been out of order for about a year. They had reported the defect, but no repairs had been made. Since the accident, the bolt has been repaired. The damage clearly resulted from the carelessness of the men in failing to hold the draw in its place, and in not having proper bolts and appliances to secure the draw. It is not true that a gale was blowing or that the wind was of sufficient force to blow the end of the draw round. The negligence of the city is clearly established by not keeping the draw in good order.

C. B. McMichael Esq., for the city, after claiming that the draw was blown out of place by a sudden and violent wind, denied the jurisdiction of the United States district court. The case ought to be tried in the common law court of the county of Philadelphia. The admiralty has no jurisdiction because the negligence was committed on land. A bridge has been decided to be land. It is true that admiralty has jurisdiction when a vessel has been damaged by an illegal obstruction in the river; but where a legally erected bridge, as this one is, or a wharf, has been damaged by a vessel, the courts have decided that the suit must be at common law. Had the city brought this suit, she would have been sent for her remedy to common law, and the libellant should be obliged to pursue his in the same forum.

The answer to this was that the place or locality of the injury is the place or locality of the thing injured, and not of the agent by which the injury is done, and as the injury in this case was to a vessel in a navigable stream, admiralty has jurisdiction. (The Maud Webster, 8 Ben. 551, 553.)

Butler, J.

The question of jurisdiction is settled by the following cases: The Ceres 7 N. W. 576; the Plymouth, 3 Wallace 35; the Rock Island bridge 6 Wallace 215; Atlee vs. Packet Company 21 Wallace 390; the R. R. Company vs. Steamboat Company 23 How. 219; Leathers vs. Bessing, 15 Otto 630; the Maud Webster, 8 Benedict 551.

It is quite clear that the accident resulted from the defect in the bridge. When the draw is turned to remove obstruction to navigation, it is intended to be secured in place by an iron bolt and socket. This arrangement is essential to safety, and when employed renders accident, such as befel the libellant, impossible. On the occasion involved, the provision for securing the draw was out of order and useless. Had this not been so, the accident would not have occurred. The character of the weather at the time made the defective condition of

the bridge especially important. That it was the respondents duty to keep the bridge in repair is not questioned. Failing to discharge this duty, it became liable for the loss thus occasioned. The defect existed for many months. After so great a lapse of time, it should have been discovered without notice. The exercise of proper vigilance would have discovered it much earlier. The testimony shows, however, that the respondent was notified of its existence long before the accident. The cases cited by respondents' counsel are inapplicable to the facts here involved.

I find no evidence of contributory fault in the libellant. A decree must be entered accordingly, for the libellant.

November 19, 1885.

SAMUEL F. HODGE & CO.,

whose card appears in another column of this week's MARINE RECORD, have just completed and set up a mammoth engine at the Detroit water works, last week. The test proving satisfactory the formalities were ended by the adoption of a resolution accepting the engine as a superior work, completed according to a contract and authorizing a settlement with the builders at the contract price.

An interesting fact was brought out in speaking of the large beam of the engine. It weighs 12 tons and is 21 feet long. It is made of four steel plates, each three quarters of an inch thick, and those plates were made by a Cleveland firm. When the first engine for the water works was built the plates from which to make the beam were bought in England because there were at that time no ingots in this country large enough to produce such plates.

When the new engine began work for the first time it lifted with the first stroke of the piston 1,800 gallons of water and during the rest of the day it pumped at the rate of 26,000,000 gallons per twenty-four hours. The total capacity of the engine is 30,000,000 gallons a day. With the three engines now in commission all at work at the same time a total of over 60,000,000 of gallons of water could be pumped every twenty-four hours.

The new engine was designed by Jno. E. Edwards, engineer to the board of water commissioners, and built and erected by Samuel F. Hodge & Co. It is of the compound beam style. The high steam cylinder has a diameter of 46 inches and the low steam cylinder a diameter of 84 inches, with 7 feet stroke of piston. The diameter of the pumps is 40 inches. There are 96 suction valves and 232 delivery valves. The length of the beam is 21 feet, and consists of four steel plates three-quarters of an inch thick. The weight of the beam is 12 tons. There are two fly-wheels, 24 feet in diameter, each weighing 30 tons. The total height of the engine from bed plate to top of beam is 52 feet and the diameter of the main shaft is 15 inches. The total weight of the engine is about 450 tons. The drawings were made by A. G. Mattisons and it was erected under the supervision of Uriah Gould.

GENERAL NEWS.

It is rumored that A. Booth will need the steamer now being built in Chicago in addition to the A. Booth for his Duluth business. But that is not all; it is positively asserted that the new boat will be named the Zenith City in honor of Duluth. Should this report prove true it reflects great credit indeed upon Mr. Booth and the action will not soon be forgotten.—Duluth Herald.

The trial of the 13 sailors who refused to sail in the Sea King after signing articles was concluded yesterday morning in the United States district court. Judge Sabin, in charging the jury, said in substance that the trick of getting the men to sign notes in favor of the boarding house keeper was a plain violation of the provisions of the Dingley act, and the men had acted perfectly right in defending what they conceived to be their rights. The jury rendered a verdict of acquittal in three minutes after retiring. By this verdict Captain Gatchell loses the \$650 he paid to the boarding house keeper and which he intended to take out of the seaman's wages.—San Francisco Examiner.

The Buffalo Commercial has an interview with Horatio Seymour, Jr., for years the state engineer of New York. He shows that by deepening the canal, raising the banks a foot, and lengthening the locks, the cost of transportation can be reduced from one-third to one-half. He expressed himself as opposed to turning the control of the canal over to the government, but did not object to the aid contemplated in the Weber bill and added: "Cheap transportation is an absolute necessity the West, India and Australia to-day produce more wheat than this country does, and they are becoming formidable rivals in the markets of Western

Europe. The problem here is to get the grain to market cheap enough. The development of the Northwest is going forward with enormous strides. If we can sell our wheat this country will have 800,000,000 bushels annually to move in ten years. What will you do with this vast volume of trade if you allow the canal to remain as it is? The people of the west want the canal enlarged and improved, and if it is not done we must turn our property into the Welland canal and down the St. Lawrence."

LIFE SAVERS AT TORONTO.

A letter from Captain W. D. Andrews was read at the city council meeting Toronto proposing the formation of a regular crew for the preservation of life on Toronto bay. The present Toronto harbor life saving crew could, he says, be readily converted into a regular life saving crew in the same manner as the volunteer engine and hose companies were transformed into the present efficient Toronto fire brigade. They should be drilled and equipped in the same manner as the United States life saving service. The crew already possess a first class Dobbins self righting and self bailing boat for lake service. By procuring a light, portable surf boat for special service in the bay, and a Lysle gun and beach apparatus, which includes the use of the life cot and breeches buoy for the rescue of shipwrecked persons from stranded vessels, all the most important appliances for saving life would be at hand in case they should be required. A life boat house could be erected in some suitable locality and a complete life saving service established ready for the opening of navigation. The present, he thought, was the time for action. The proposition has met the approval of the Marine Department of Ottawa.

INTER-STATE COMMERCE.

The forthcoming annual report of the Toledo (O.) Board of Trade contains an interesting article by the Secretary, Mr. Denison B. Smith dealing at length with the obnoxious system prevailing in this country by which railway managers have power to fix, and do fix, quite arbitrarily their traffic rates, to the incalculable detriment of the business interests of the country.

The state of affairs alluded to is partly brought about by the excess of railway building, so that lines of roads fully capable of moving the business of the country have been paralleled with new roads contesting for the old traffic, multiplying competition, and causing instability in the rates of transportation. However, the principle cause for the unsteadiness of the rates is the system of "pooling," to which the railways resort whenever they think that their interests are best served by doing so. This institution prospers in the winter, when they can fix their own rates, owing to the want of competition by the water ways.

The principle upon pooled roads adjust their rates is that the longer the haul the lower is the rate per mile. This principle would be a fair one within the bounds of reasonable application, were it not used (as is the actual case) to cover discrimination against great trade centers of the country being terminal points for water carrying business. The rates are so adjusted as to induce inland dealers to send their commodities direct to the seaboard for a market when they would prefer a market near by. When the spring comes, and water traffic sets in, the "pool" is broken, and new rates are fixed so ruinously low that successful competition of the water ways is out of the question. The result of this method, thus far, has been to reduce the water freight below the cost to the carrier, at the same time bankrupting railways.

The remedy advocated for removing this uncertain and detrimental state of affairs is a supervision of the whole system of interstate transportation rates by a railway bureau and a commission of capable, experienced men, with power to compel and preserve a fair and equitable system of freight rates, with a view to the ultimate entire control over the rates on the interstate traffic of all our railways, and the fullest publicity of such rates and all modifications of the same. So far indorsing the interstate commercial bill which has been introduced in the Senate, the report recommends that the provisions of the bill be not extended, as it does, to transportation by water, because such provisions are absolutely unnecessary for the water carrying business. The water highways of nature are open to the enterprise of everybody; there is no analogy whatever between the two systems of transportation, and what is good and necessary for the one would prove ineffectual and become a burden when applied to the other. The water ways are the great regulators of the cost of transportation, and no attempt to fetter them should ever be made.—American Elevator & Grain Trade.

A LONG-FELT WANT.

This engraving is worth the price of the book alone, sir."

"Oh! it is, eh? What does it represent?"

"It shows how a boiler looks after it has exploded."

"Nonsense, man! What is there practical about that? Get up a picture showing how a boiler looks about an hour and a half before it is going to explode, and you can sell a copy to every engineer in the country."—Phila. Call.

THE DEATH OF JUDGE BAXTER.

Judge John Baxter, who died on the 2d inst., was one of the most remarkable men of Tennessee. He was born in Rutherford county, North Carolina, March 5, 1819. He spent his early youth and practiced law in western North Carolina until 1837, when he removed to Knoxville. As a politician he was identified with the Whig party, and was twice Speaker of the House of Representatives. He was one of the ten thousand loyalists who welcomed the arrival of the Union soldiers under Burnside into East Tennessee, September, 1863, and all through the occupation of that loyal section was one of the chief advisers of Burnside, and later of Foster and Schofield, on all questions relating to the interests and policy of the Union. During the secession controversy he was one of the leading opposers of the right of a state to secede, and was closely associated with such men as Brownlow, Thornburgh, Maynard and Temple. His speeches for the Union when rebel troops were sent into East Tennessee to coerce the people were fearless and honest, and are affectionately treasured in the state. He was elected member of the Constitutional Convention of Tennessee by the Republicans and conservative Union men in Knoxville in 1870, and was later on an ardent supporter of Hayes and Wheeler. He was appointed judge of the sixth United States judicial circuit (Ohio, Michigan, Kentucky and Tennessee), December 13, 1877, and although his political enemies in the south made a vigorous effort to prevent his confirmation, the appointment was confirmed, and was very well received. He was recommended for the position by five members of the supreme court of Tennessee, and his career on the bench has more than justified the expectations of his friends.

CHICAGO TOWING COMPANY.

The following captains have been appointed to the tugs of the Chicago Towing Company:

Tug Tom Brown, Captain John Sweeney; F. S. Butler, Captain Gus Van Dalsen; Chicago, Captain John L. Byron; Commodore, Captain Wm. Smith; Crawford, Captain Wm. Crawford; John Gordon, Captain Charles McCarl; J. H. Hackley, Captain James E. Shea; L. B. Johnson, Captain Patrick Gorman; Lorena, Captain Dominick Barrett; G. B. McLellan, Captain Stephen Green; Mary McLane, Captain James Melody; Paddy Murphy, Captain Mike Driscoll; C. W. Parker, Captain James Carter; R. Prindiville, Captain James Gallagher; E. Shelby, Captain Lew Brockway; Success, Captain Joe Everett; Bob Teed, Captain Bob Teed; R. Tarrant, Captain Fay Nyman; A. B. Ward, Captain Dick Tyrrell; W. H. Wolf, Captain James McGinn.

LAKE MICHIGAN RISING.

A dispatch from Chicago says: During the recent storms the waters of the lake made still further encroachments on the Lake Shore drive in Lincoln park. From North Avenue pier for a distance of about half a mile north, the drive is impassable, being washed out in some places and covered with debris in others. All along the shore of Lincoln park and Evanston great quantities of earth have been washed away. One very remarkable and startling fact is disclosed in connection with the encroachment of the lake on Lincoln park, and that is that the whole surface of the lake is gradually rising at the rate of about four inches per year. The record shows that the surface of the water is now two and a half feet higher than it was seven years ago. Portions of the lake shore driveway, where are located some of the costliest residences in the city, have been washed almost completely away.

BURNED LIFE SAVING STATION.

Intense excitement still prevails in Texas over the burning of the life saving station on Saturday. Hundreds of people from far and near visited the ruins during the Sunday and Monday following, and with one accord they fiercely condemned the fiendish act as dastardly, cowardly, contemptible in the extreme. Superintendent D. P. Dobbins of Buffalo, in answer to a dispatch sent him by the keeper on Sunday was on the ground quite early Monday morning, he (Dobbins) told the keeper, also the crew, that probably he would send them a life boat and some few other equipments and that they could rent some one of the small buildings near there and open within a sort of life boat station. Captain Dobbins also stated that in all probability there would be a new station built immediately and a much better one than the old one that was burned. The superintendent made out a report of the whole affair and forwarded the same to Washington, Monday afternoon. He said he would get a reply by Wednesday of this week. He would then telegraph the substance from Buffalo to Keeper Chapman.

Dunham has contracted with the six propeller lines centering in Chicago to tow all of their vessels which may come here during the season. The lines are the Western Transit Company, Union line, Anchor line, Lehigh Valley line, Lake Superior line, and the new Ogdensburg line. This propeller towing is much sought after by tugmen, because it does not involve wild and reckless running down the lake and useless expenditure for fuel. Last year when Dunham contracted for the three big lines he aroused a hornet's nest, and there was an immediate reduction of rates. This reduction has not been overcome as yet, and it probably never will be. The fact of the matter is tug owners came nearer striking upon a fair charge for towing when they made the reduction than they ever did before. "Contracts" are now a feature of the towing business, and they will forever prevent any more exorbitant charging.—Inter-Ocean.

LUMBER CARRIERS' ORGANIZATION.

Joseph Gordon, of Bay City, was in Port Huron two or three days circulating the following paper among owners of lumber carrying vessels:

In view of the depressed condition of the vessel business for the past two seasons and the present prospect of an early opening this year, it is thought expedient on the part of vessel owners and agents engaged in the lumber trade to delay the starting of said vessels until such time as the business will require them, and in consideration of the above facts we, the undersigned, for ourselves and those whom we represent, do agree and give our word of honor that the following steamships and barges represented by us shall remain at the ports at which they now are until the first day of May, and all vessels now at ports ready to load shall lay idle and not begin loading before the first day of May. It is agreed and understood that the above becomes binding when 80 per cent. of the lumber fleet becomes a party to this agreement.

It is claimed that nearly every vessel owner at Saginaw and Bay City has signed the paper, and all think it will result in high rates. Mr. Gordon will visit Marine City, Algonac and Detroit to obtain signatures to the paper at those places.

TIMELY RESOLUTIONS.

Resolved, That Marine Engineers' Beneficial Association No. 6, of St. Louis, Mo., views with distrust the attempt that is being made in the United States Senate, to merge the office of supervising inspector general into that now filled by the commissioner of navigation, as the change would have a tendency to lessen the efficiency of the inspection service.

Resolved, That we also disapprove of the bill just introduced by Mr. Cockrell, looking toward a reduction of the salary of local and supervising inspectors, inasmuch as none but expert talent should be employed in either supervising or local inspectors' office; hence a reduction of the salary below that now paid will have a tendency to depreciate the service by causing good men to refuse to enter it.

We further believe that a reduction of the salary would lessen the efficiency of the service by destroying its dignity, for no man will do his duty in office if he is not earning as much there as he can earn elsewhere.

Resolved, That we also disapprove of the attempt to lessen the number of inspectors, for such reductions would prove a hardship to our shipping interest.

Irving Ward, a lawyer, who is acting as counsel for many of the passengers of the Oregon, has prepared a statement for the press, giving the ground upon which he intends to proceed against the company. Damages will be asked, because of alleged negligence before the accident and alleged incapacity of the ship's officers after the affair. According to the theory upon which Ward is working, there was no collision and no chance. The conclusion which he, and experts called in have reached, after listening to the testimony, is that a serious accident to the machinery caused the wreck. A cylinder head may have blown off and gone through the side of the ship and the piston may have gone through her bottom.

"The whistle of the steamer Armstrong is a screecher," says an exchange, "yet it is melodious as a harbinger of spring." Another editor goes on a "toot."

D. S. AUSTIN EMMET AUSTIN.

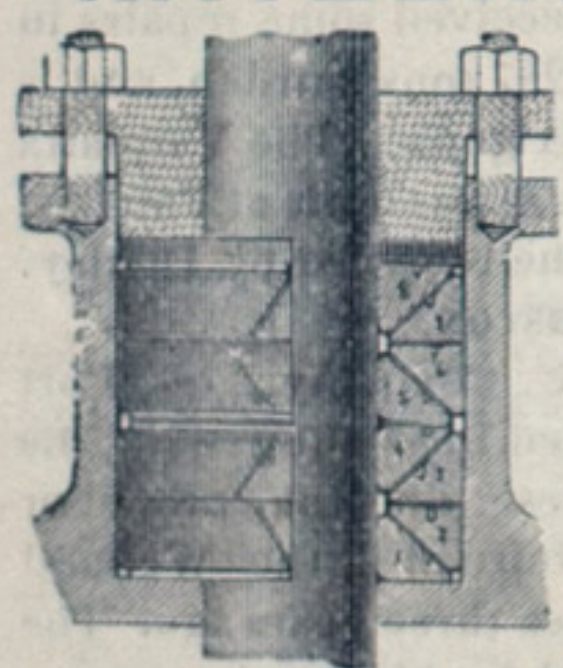
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BOILER PLATES.	CAST STEEL.
Lindsay & McCutcheon, Pittsburg, Pa.	Joseph Corns & Sons, Massillon, O.
HOOP, BAND & STAR HORSESHOE IRON.	CROWN STAY BOLT IRON.
George W. Johnson, Newcastle, Pa.	Pencoyd Iron Works, Philadelphia, Pa.
TANK SHEET IRON.	ANGLE IRON.

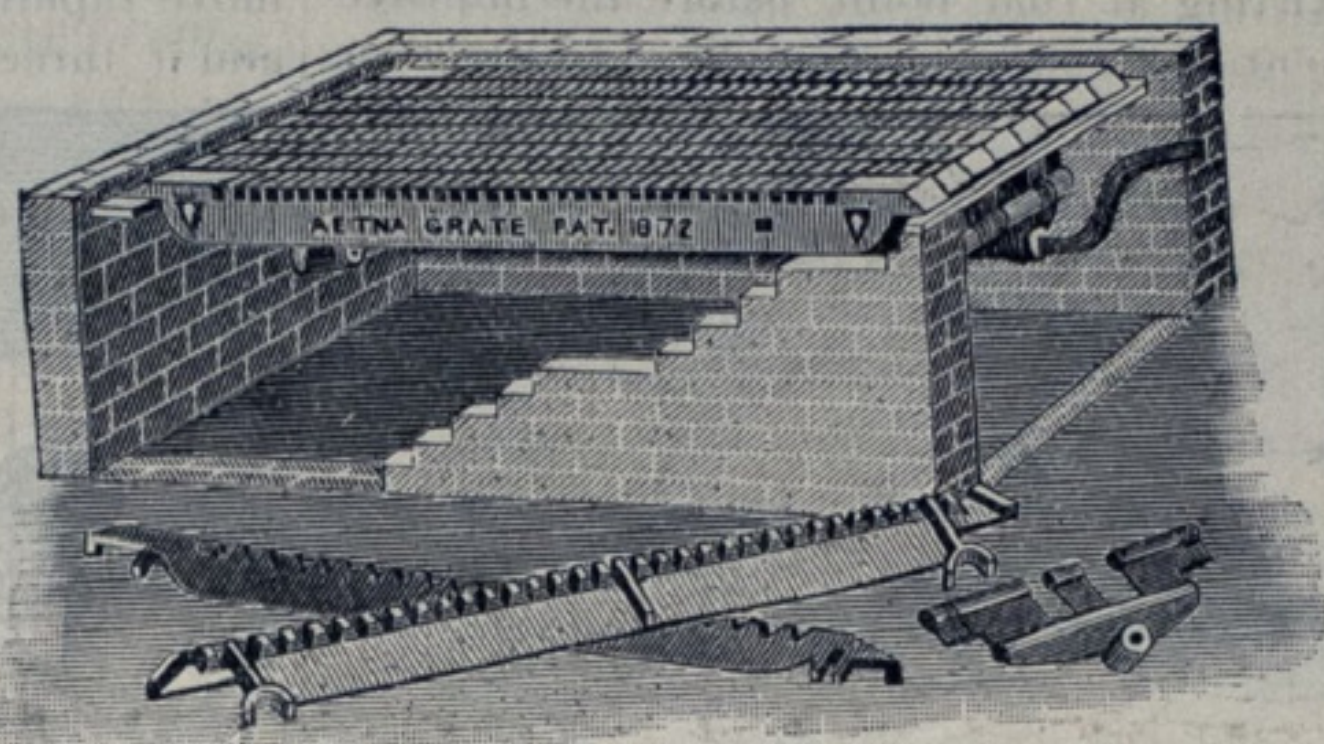
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MARINE REFERENCES.

For evidence of the merits of the Aetna shaking grate, and the satisfaction which they give to those who use them on the lakes, we take pleasure in referring to the following good list of steamers which have had them in use from one to seven years:

Steamer Egyptian, in use 6 years.	Steamer Darius Cole, in use 3 years.
Steamer Cormorant, in use 5 years.	Steamer Mayflower, in use 3 years.
Steamer Wacoken, in use 4 years.	Steamer City of Concord, in use 4 years.
Steamer City of Rome, in use 3 years.	Steamer Garden City, in use 4 years.
Steamer Cumberland, in use 3 years.	Steamer R. B. Hayes, in use 5 years.
Steamer D. W. Rust, in use 7 years.	Steamer Sparta, in use 2 years.
Steamer H. D. Coffinberry, in use 6 years.	Steamer Vienna, in use 3 years.
Steamer E. B. Hale, in use 6 years.	Steamer Havana, in use 2 years.
Steamer H. M. Chisholm, in use 4 years.	Steamer H. C. Schnoor, in use 6 years.
Steamer John N. Glidden, in use 3 1/2 years.	Tug Relief, in use 3 years.
Steamer Smith More, in use 4 years.	Tug Alanson Sumner, in use 2 years.
Steamer Wm. Edwards, in use 5 years.	Tug Effie L., in use 7 years.
Steamer Robert Wallace, in use 2 1/2 years.	
Steamer S. E. Ever, in use 3 years.	
Steamer Colonial, in use 2 years.	
Steamer Continental, in use 2 years.	
Steamer Buffalo, in use 4 1/2 years.	
Steamer Chicago, in use 3 1/2 years.	
Steamer Progress, in use 3 years.	

Steamer Oscar Townsend, in use 3 years.
Steamer Mayflower, in use 3 years.
Steamer City of Concord, in use 4 years.
Steamer Garden City, in use 4 years.
Steamer R. B. Hayes, in use 5 years.
Steamer Sparta, in use 2 years.
Steamer Vienna, in use 3 years.
Steamer Havana, in use 2 years.
Steamer H. C. Schnoor, in use 6 years.
Tug Relief, in use 3 years.
Tug Alanson Sumner, in use 2 years.
Tug Effie L., in use 7 years.

Steamer Darius Cole, in use 3 years.
Stmr. Wm. Chisholm, Stmr. L. Worthington,
Steamer Otego, Stmr. Geo. Spencer,
Steamer Kasota, Stmr. D. W. Wilson,
Steamer Business, Stmr. H. V. Kitchum,
Stmr. City of Cleveland, Stmr. Kalkaska,
Steamer Oscoda, Steamer Cleveland.

All steamers should be provided with the Aetna shaking grate, as they burn all kinds of soft and hard coal. Any particulars regarding cost of putting in Aetna grates, etc., should be addressed to G. C. Barnes, agent, Aetna Grate Company, Cleveland, Ohio Office, at Globe Iron Works.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, March 29, 1886.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended March 27, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage - Gross.	Net.	Home Port.
SAIL VESSELS.						
166,403	K D H C	Sc.	Anna E J Morse,	733.04	596.39	Bath, Me.
3,342	.....	Sc.	Bertha and Stella,	24.83	23.59	Port Norris, N. J.
126,341	.....	Sc.	Caroline Vought,	83.99	79.79	Boothbay, Me.
135,873	.....	Sc.	Eolo,	5.60	5.48	Brashear, Ia.
85,916	.....	Sc.	Grey Oak,	290.97	277.25	Bayfield, Wis.
100,393	K D H B	Sc.	L. J. Merrett, Jr.,	99.63	94.65	Gloucester, Mass.
76,616	K D H F	Sc.	John G Whittier,	104.31	99.10	Goucester, Mass.
140,821	.....	Sl.	Leader,	20.77	19.73	Baltimore, Md.
91,827	.....	Sc.	Maggie Daniels,	21.88	20.79	Mauricetown, N.
145,416	.....	Sl.	Thunderbolt,	.....	17.00	Savanna, Ga.
STEAM VESSELS.						
85,917	.....	St. p.	George R. Ford,	188.41	138.41	Pittsburg, Pa.
76,615	.....	St. p.	J. D. Carter,	82.21	45.98	Nashville, Tenn.

JARVIS PATTEN, Commissioner of Navigation.

WANTED An active Man or Woman in every county to sell our goods. Salary \$75 per month and expenses. Canvassing outfit and particulars FREE. STANARD SILVER-WARE CO., Boston, Mass.

ABIG OFFER. To introduce them we will give away 1,000 Self Operating Washing Machines. If you want one send us your name, P. O. and express office at once. The National Co. 2 Dey St., N. Y.

A1 TUG FOR SALE.

This tug is 52 feet over all, 13 feet 3 inches beam, and 6 feet 6 inches depth of hold. Engine, 13x14; steel boiler 4 feet 6 inches diameter by 9 feet long. The hull was built by Geo. H. Notter, Buffalo, and is an excellent model and well built. The tug is nearly new, having done only five months' work since she came out new last summer. She has a poop deck and snubbed cabin fore and aft, and classes A1. Price, \$4,500. Address MARINE RECORD OFFICE.

Vesselmen

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Containing all points of MARINE LAW as determined by the United States Courts

Seamen, Freight, Tonnage, Collisions, General Average, Duties of Seamen, Masters & Owners, Bill of Lading, Wages, &c.

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Stmr. Flora, W. E. Comer, Master, Leaves DETROIT every Tuesday at 9 p. m.
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D. JAY COLVER, Passenger Agent.
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LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, Nov. 29, 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetyth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.		Arrive	Depart.
No. 4, Fast Limited Express.....	.....	12 55 A M	1 05 A M
No. 8, N. Y. B. & A. Express.....	.....	1 25 A M	1 50 A M
No. 26, Elyria Accommodation.....	.....	1 45 A M	.....
No. 24, Buffalo Accommodation.....	.....	1 45 A M	.....
No. 24, Toledo Accom via Sandusky.....	.....	1 30 A M	1 50 A M
No. 12, N. Y. & B. Fast Express.....	.....	1 30 A M	1 50 A M
No. 14, Special New York Ex.....	.....	2 10 P M	2 45 P M
No. 2, Night Ex via Norwalk.....	.....	3 40 P M	10 00 P M
No. 22, Night Ex via Sandusky.....	.....	1 40 P M	.....
No. 26, Connect Accommodation.....	.....	1 25 P M	.....
Westward.		Arrive	Depart.
No. 1, Fast Limited Express.....	.....	12 15 A M	12 25 A M
No. 23, Mich Express via Sandusky.....	.....	12 15 A M	.....
No. 3, Chicago Express via ".....	.....	1 00 A M	1 30 A M
No. 25, Mich Accom Norwalk.....	.....	1 15 A M	1 30 A M
No. 21, Toledo Ex via Norwalk.....	.....	1 25 P M	1 30 P M
No. 5, St. Louis Ex via Sandusky.....	.....	1 50 A M	1 00 A M
No. 9, Chi. P. & E. Ex via Norwalk.....	.....	6 15 P M	6 45 P M
No. 31, Elyria ac to Elyria only.....	.....	.....	1 30 P M
No. 27, Connect Accommodation.....	.....	1 10 A M	.....

Sunday train for Nottingham--Depart 8:15 a. m., and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m., and 3:45 p. m.

Reference marks--Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleve and New York sleeper daily on No. 12, leaving Cleveland at 2:45 p. m.; arrive Grand Central depot, New York, 10:30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N. Y. L. E. & W. R. Y. depot at Buffalo.

Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.		Arrive	Depart.
Buffalo Passenger.....	.....	10 40 A M	10 45 A M
Chicago Passenger.....	.....	10 02 P M	.....
Local Freight.....	.....	11 45 A M	12 15 P M
WESTWARD.		Arrive	Depart.
Chicago Passenger.....	.....	10 50 A M	.....
Fosteria Passenger.....	.....	11 46 P M	12 45 P M
Local Freight.....	.....	12 20 P M	12 50 P M

ROCKY RIVER ACCOMMODATION.
Depart--7:45 a. m., 1:35 p. m.

EUCLED ACCOMMODATION.
Depart--6 24 a. m., 10:10 a. m., 5:05 p. m.

Daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination.

For information, call on nearest agent of the Company, or address
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LEWIS WILLIAMS,
General Manager, Cleveland, O.

Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R

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CHICAGO, ILL.—Joseph Gray, 9 West Randolph Street.

BUFFALO, N. Y.—A. C. Brideson, Michigan Swing Bridge.

Also, Miss McCabe, Elk Street near Ohio.

DULUTH, MINN.—C. F. Johnson, 117 West Superior Street.

MARQUETTE, MICH.—J. A. Vannier.

ESCANABA, MICH.—Wm. Godley.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, APRIL 8.

COLLECTORAL DISTRICTS.

When the boundaries of the present customs or collectoral district of Marquette were decided on there were, perhaps, good reasons why those boundaries should be extended from Marquette and Green Bay, around the north shore of Lake Michigan, including Mackinac, Sault Ste. Marie and all the south shore of Lake Superior, clear up to and including Superior City, Wis., which latter city lies in the same bay or harbor with Duluth. The Marquette collectoral district, therefore, includes in extent over one thousand miles of lake coast and some of the offices, notably that at Superior City, with a deputy collector in charge, are over three hundred miles by water or six hundred miles by rail from the main office of the collector of customs at Marquette, Mich. We say that it is possible there were, or might have been, in those early days, good reasons why Superior City should have been included in the customs district of Marquette, but such reasons can not possibly prevail to-day, and it would be of great benefit to lake men if a change could be made which would place Superior City in the Duluth district; and the suggestion, which will stand the closest investigation, should be continually urged upon the attention of congressmen who represent lake shore states. The fact can not be successfully denied that the Duluth district should include Superior City port, for instead of being three hundred miles from his chief the deputy would then be but three miles away. Many questions of moment, which will require frequent council between the deputy and his chief, are liable to arise the coming season, in view of the repeal of certain sections of the Treaty of Washington; questions which a deputy collector can not decide but which should be decided without the delay consequent upon the transmission of communication over six hundred miles of intervening territory. Not only this, but the trade at the head of the lakes is of such a character as to require the shifting about of boats from one customs district to another in a bay, when but three miles intervene between the two collectoral offices, at Duluth and Superior City; causing much trouble and loss of time in reporting and clearing, especially as the office at Superior City is some three or four miles from the place where the boats, which go into that port, land. Therefore it is of the utmost importance that the two places should belong to one district, and the deputy at Superior City be stationed as near the point where most vessels land as possible. This very appropriate and convenient measure would be of no detriment to Superior City, but, on the contrary, would be of much benefit, as would be seen before the close of the first season of navigation, in increased traffic, and prosperity, a condition which Superior City can not afford to quarrel with. Superior City should not stand in her own light in the matter, but should assist in urging it to an issue.

Last winter a bill was introduced in congress, asking to have the change brought about, but the bill was opposed by some of the fossils of Superior City, who had not forgotten that their vigorous sister city across the bay was quite as young as their

own village, did not relish the idea of now crossing the bridge and striking hands. The bill failed to pass, as all new bills are easily knocked over. It will, however, come up again this session, and, as it will probably be recommended and supported by the treasury department and able congressmen from the lake region, it is thought the measure will meet with a different reception, especially if the benefits are well set forth in contrast to the narrow minded spirit of the opposition and the annoyances which now prevail.

The collector of the port of Duluth and other enterprising men of that port, among whom we may mention Captain Alex. McDougall, all intimate with the merits of the measure, have taken hold of it with vigor, and they should have the hearty co-operation of all vessel men who have a suspicion that they may some day be called to trade into the port of Superior City.

This is a question for the consideration of Senator McMillan, chairman of the committee on commerce, and Hon. Knute Nelson also, and they will merit the thanks of the great commercial interests of the lakes, if they will see to it that the new bill is favorably reported on.

THE LIME KILN CROSSING.

Last week we printed a notice to the effect that there were, practically, twenty feet of water at the Lime Kiln crossing, which is verified by facts recently at hand, and explained by the chart given below. The engraving is a fac simile of that in the report of General O. M. Poe, which, by the way, is most elaborate and complete. General Poe is satisfied that he can now take a boat over the crossing drawing twenty feet of water, which fact is in great contrast to the evils existing at that point before the improvement was commenced under his direction.



The loss by detention and damage by striking and sinking to vessels of only the four following steamboat companies, Union, Anchor, Commercial and Western Transportation during the seasons of 1880, 1881, and 1882, amounted to \$410,000. Damage to all vessels during the seasons of 1883 and 1884 does not amount to more than \$75,000, and with the present depth at the crossing it is safe to presume that with reasonable care this sum will be greatly reduced the present season. In 1883 40,385 American vessels with tonnage of 17,695,174, made the passage, and in 1884 38,742 American vessels, with tonnage of 18,045,949 tons, and 6,000 vessels which cleared from Canadian ports.

The condition of the crossing at this writing is much more favorable than it was at the time the above statistics were made up. The channel at the narrowest place is two hundred feet wide and twenty feet deep, and the width, with the progress of the work, will be increased to three hundred feet. On the 5th of April, inst., two small light boats were placed in position, one on each side, at the upper end, and one at the lower end, and the ranges were shifted on the Bois Blanc island on the same day, the upper light being moved four degrees and eighteen minutes to the westward, so that boats can run down between the lights until they pick up the range. The work still to be done in the channel embraces the removal of the debris on the east side of the channel where the blasting has been completed, and the drilling and blasting of a gorge in the bed of the river at the southeast corner of the new channel.

As the map herewith is engraved for us in accordance with these details, it can be relied upon the same as a chart, and the full length of the improvement represented could possibly be used unless prohibited by the engineer in charge of the work on account of damage to machinery employed on the uncompleted portion that might result from passing vessels.

The importance of this work is not generally understood by the public and we will therefore, present it in detail. No small part of the commerce of New York, Ohio,

Pennsylvania, Michigan, Illinois, Wisconsin, Minnesota and the Province of Canada finds its way through this cut. Work was begun about two years ago and up to the end of the fiscal year, ended June 30, 1885, the area completed, comprised 464,120 square feet, drilled and blasted 90,538 square feet, area dredged (not cleaned) 82,383 square feet, solid rock removed 50,259 cubic yards, loose rock removed 849 cubic yards, leaving 19,232 cubic yards of solid rock to be removed. It is thought that the work will be completed by the 30th of June.

The original project of the improvement was to secure a curved channel 300 feet wide with a uniform depth of twenty feet, but this was enlarged upon, on account of the magnitude of the interests concerned, and as the old project could be completed at less than half the estimated cost, it has been deemed advisable by General Poe to increase the width of the channel to 400 feet and make it straight, which can be accomplished with an additional cost of only \$168,000.

The argument, says General Poe, in favor of this new proposition, is a simple one and is thus stated: The channel is made by blasting the ledge of rock constituting the obstruction, and afterward removing the debris by dredging. The edges of the channel are consequently left as jagged as saw teeth, and should a vessel come in contact with them she would surely come to grief. Ordinarily a width of 300 feet should be sufficient for safe navigation, notwithstanding the jagged character of these edges, but at this point the current has a velocity of as much as two and one half miles per hour; much of the shipping is by tows, some of which are half a mile in length; they must move rapidly enough to keep steerage way, and if three such tows should find them-

selves in the cut at the same time, a not unusual occurrence, it would be almost a miracle if all escaped injury.

While the increased width would not provide against similar edges to the channel, the chances of striking them would be so greatly diminished as to render the navigation, with due care, reasonably safe. No better application of the money could be made, and it should be voted by congress without hesitation.

The speech of Hon. Knute Nelson, of the Duluth district, on the Indian problem contains many good suggestions, and comment which show that he has closely studied the subject. If he will now turn his attention to some of the more vital matters of interest to his Duluth constituents, he will soon realize that he has adopted a popular course. Duluth, without her lake facilities, would not to-day be the busy mart that she is. She would still be the mythical Proctor Knott city. It must, therefore, appear to her congressional representative that he should foster that interest which has brought business and wealth to her shores. There are many questions which need congressional airing and it should be done at once and with persistence. Among the most imperative needs of Mr. Nelson's district are the establishing at Duluth of a life saving station (the necessity for which was demonstrated by the wreck of the Guido Pfister last season); also a board of steamboat inspectors; a lighthouse and fog whistle at Two Harbors, and the change of the collectoral office of Superior City from the Marquette to the Duluth district, with the deputy stationed on the dock where most of the boats land.

MR. CHARLES T. McCLANNING having disposed of his store at 127 Main street, Ashtabula, will personally attend to his old business at Marine block, Ashtabula Harbor, (having no connection with any other store this coming season). Stock of clothing, hats, oil outfits, trunks and bags, wholly new. Customers will find a first class store for summer of 1886.

NOTICE TO MARINERS.

MICHIGAN CITY, LAKE MICHIGAN, INDIANA.

Correction of notice to mariners, No. 7, of 1886.—Notice is hereby given that so much of notice to mariners, No. 7, of 1886, as relates to the lights at Michigan City, Lake Michigan, Indiana, is hereby rescinded.

The lights will be continued as heretofore until further notice.

CHANGE OF LIGHTS AT CLEVELAND EAST BEACON.

Notice is hereby given that, on the opening of navigation in 1886, changes will be made at the Cleveland east beacon, Lake Erie, Ohio as follows:

Instead of showing two lights, a fixed white above a fixed red, as heretofore, the white light will be discontinued and a fixed red light of the sixth order will be shown from the upper lantern.

By order of the Lighthouse Board:

STEPHEN C. ROWAN,

Vice Admiral U. S. Navy, Chairman.
Washington, D. C., March 25, 1886.

G. F. Sheldon & Son have refitted and opened their meat market at Ashtabula Harbor, with a choice lot of meats for the marine trade. They will constantly keep on hand the best quality of meat.

Burrill & Williams, Ashtabula Harbor, dealers in fresh and salt meats, have, since the fire, refitted a new market in first-class shape, and are better situated than ever, and would like to see all their old friends and many new. Next to C. Large's news depot.

[Around the Lakes Continued from 1st Page.]

ASHTABULA HARBOR.

Special to the Marine Record

Mr. J. G. Laird's new pleasure steamer will be launched in about ten days, the machinery being made by W. S. McKinnon is about ready.

Captain Wm. Hancock has charge of swinging the bridge here the coming season. He will also oversee the building of the new bridge.

The A. & P. Railroad contemplate filling in the large swamp near their round house to make a place for depositing ore. If this should be done large high level trestles would be built for transferring ore.

Mr. John Devny, has been appointed collector of customs at this port.

WHEATBY.

The propeller Burlington arrived in port on the 2d bringing intelligence of the wreck of the barges Star of Hope, Captain Preble, of Algonac, and Vannatta, Captain Wm. Ford, of Saginaw, which occurred Thursday morning at 3 o'clock. Both vessels were in tow of the Burlington, and in a heavy sea off Point Au Pelee the line parted. The wind was blowing a gale and the two helpless craft were speedily driven ashore, where they lay for some hours before help came to the imperiled crews from fishermen on the Canadian shore. Great difficulty was experienced in rescuing the persons on board the vessels, two of whom were women. All were brought to land safely. The Burlington was carried around the point by the gale and could render no assistance. The Star of Hope is on the beach in fair shape, but the Vannatta is a total loss. Both boats were lumber laden bound for Cleveland from Detroit, where they have lain all winter. They are owned by their captains. This is the first casualty of the season on the great lakes. The Star of Hope, one of the wrecked barges, was very old, having been built in 1856, by Quayle, of Cleveland. She received some repairs in 1882. She registers 267 tons burden, and is owned by Pickle, of Algonac. The Vannatta is 159 tons burden, and was built at Fairport by Hayes in 1862. She is owned by Donley.

KINGSTON.

Graham, Horn & Company, of Port Arthur have succeeded in settling with the insurance companies on the propeller Prussia, which was burned in the Welland canal at St. Catharines three years ago. The propeller was insured for \$14,000, but a compromise was effected at \$12,000.

The steamer Annie Laura will probably run on the Cape Alexandria bay route at the opening of navigation.

A half interest in the steamer Reindeer has been purchased by Captain Collier, for \$1,500.

Vesselmen at Hamilton are making active preparation for the immediate opening of navigation. The square timber shipments will be lighter than last year, but lumber is expected to show an improvement.

The following contractors have been advised of acceptance of their tenders for work on the Welland canal enlargement, and been called upon to provide the necessary securities: Cook, Jones & Eris, section A; Munnford, Leonard & Smith, sections B, C, and E; William Gibson, section J; J. J. McDonald and Belleville, Raynor & Co. for the remaining sections.

DETROIT.

Special to the Marine Record.

April 6.—Contrary to general expectation the steamer Idlewild did not take her departure for Port Huron, as was stated in my last letter, owing to the breaking up of ice in Lake St. Clair which passed down in large fields. It was also ascertained that there was a blockade at the flats and a large accumulation of ice in the St. Clair river from Lake Huron, while later advices do not present any improvement in the situation.

The propeller, which was headed off by ice at Lexington, has made but little progress since. She, however, succeeded in getting away from that point and proceeded on her voyage until reaching Point au Barque, but could get no farther and consequently returned to Sand Beach and with difficulty got into that place.

J. B. Merrill received a letter to-day, dated last night, from S. J. Perry, assistant agent of the Chicago and Northwestern Railway at Escanaba, Mich., which contains the following passage relating to the condition of the harbor: "The ice is still very firm and solid and unbroken as far north as the eye can see. Teams with heavy loads are crossing the bay on the ice every day."

A dense fog prevailed on the rivers on Wednesday morning, rendering navigation next to impossible.

The steambarge Burlington, with barges in tow, stranded on Bellaire reef, but was enabled to float without outside aid. The propeller Riverside, not being aware of the Burlington's dilemma, shaped to go clear of her, but ran on herself, carrying away her rudder. She succeeded in getting up to the city, but was compelled to lay by for repairs; meanwhile the propeller Gazelle has taken her place. A later and more serious misfortune happened the Burlington and her consorts, on reaching Point au Peltée.

At an early hour on Thursday morning the consorts were driven ashore, one of which became a total wreck and the other bids fair to meet a like fate. The vessels in question were the Star of Hope, of 267 tons burden, and the W. S. Vanatta, of 159 tons. The Hope was built at Cleveland in 1856 by Quayle & Martin, and the Vanatta at Fairport in 1862 by Hayes. They arrived at this port at the close of navigation last fall, lumber laden for Cleveland, and had they proceeded on at that time could have reached their destination as was subsequently shown, but the steambarge which had them in charge declined moving on. Captain Grummond sent the tug Martin Swain to effect, if possible, their release, but on reaching there nothing could be done, and it is doubtful whether the Hope can be saved.

Thomas R. Ryan for many years, a well known steward on lake steamers and for a long period on the Detroit & Cleveland route, is seriously ill at his residence in this city, with no hopes of his recovery. He retired from that occupation some years since.

Charters on wheat from Detroit to Buffalo are made at 2½¢, and to Cleveland 1½¢. Seamen's wages \$1.50 per day.

Captain Ruelle's harbor tugs have been in active service for some days past. The McKinnon, of that line, on Saturday transferred the steamer Manitoba from Springwell's to the upper part of the city, where she will remain until the insurance company who own her succeed in getting her Americanized. She has been out of service two years. The tug J. L. Miner, also of Ruelle's line, brought the barge India, owned by D. Whitney, jr., of this city, from Trenton to the Springwell's drydock, and transferred the barge Jenness thence to this city.

The steamers Darius Cole and Milton D. Ward will comprise the Cole & Grummond Detroit & Port Huron line, with J. B. Baker as manager at Detroit, and not A. N. Moffat, as was erroneously stated a short time since.

The upper light on Bois Blanc island was yesterday moved four degrees and eighteen minutes to the westward, and two light boats placed on the west line of the cut and one on the blasted rock on the east side. The depth of water available will be the same as last year.

Captain Alex Ruelle the other day sold his scow, the Hero, to a party from Oak Harbor, O., for \$500.

Mr. Norris, who was clerk of the steamer Ward last season, has taken the same position on the steamer Idlewild.

There is at present awaiting shipment at Detroit 646,000 bushels of wheat.

Joseph Gordon, interested in vessel matters at Bay City, was here a few days ago to effect an arrangement already agreed upon in the Saginaw Valley, to fix the lumber carrying trade, commencing May 1st. It was pretty generally signed here, but as the same movement has been made in years gone by and on several occasions, it is no

going too far to say that such petitions will not hold water, as before the period arrives some one is sure to get outside the traces. Mr. Gordon proceeded on to Toledo, and possibly may reach Cleveland.

The propeller Pacific, owned by A. Cheesbrough, Esq., of this city, it is said, is under contract to ply this season between Toledo and Ogdensburg, in connection with the Vermont Central railroad. Captain Wilson will command her as formerly.

The propeller E. K. Roberts, owned at this port, will be sailed by Captain John Thorburn, a resident of Kincardine, Canada.

The excursion steamer Saginaw will be commanded by Captain Chris Smith, last season on the Evening Star. The Star will be sailed by Captain Wm. McKay until the Greyhound is ready. The tug Niagara, Captain John Donor, and the Champion, Captain John A. Miller.

J. T. Whiting, Esq., the efficient manager of the Lake Superior Transit steamers at this port, will, in a few days, remove to new quarters between Griswold and Shelby streets, which will be the landing place of the boats this season, and where, under his management also, the Union Steamboat Company and Western Transportation Company's steamers will stop. A. Cheesbrough, Esq., who for some years has been the agent of the Union line, retires from the business.

The schooners J. R. Pelton and Lafrinier, with coal from Cleveland are at present discharging at this port.

The steambarge Lowell, with four barges, in tow, all laden with coal from Toledo arrived at this point Monday afternoon, en route to the St. Clair river, and will remain until the ice blockade is removed in that stream.

Neither the steamers Idlewild or the M. D. Ward have thus far been enabled to effect a passage to Port Huron, the ice embargo being the worst ever previously recorded.

The schooner Rival is discharging coal at Malden from Cleveland.

The propeller Atlantic, above reported ice bound at Sand Beach, has returned to Port Huron.

Harbor Master O'Neil is having the life preservers along the docks renovated and newly painted.

Brady's wharf, at the foot of Woodward avenue, is undergoing much needed repairs. New piles are being driven and new planking will be laid down.

The worst snow storm of the season set in this morning from the northwest, and already there is a depth of snow six inches on the level, with much drifting which presents a discouraging aspect on marine affairs.

The official number of the new iron steamer Darius Cole, which was assigned this week, is 157,183 and her tonnage is 538.20 gross, 402.11 net.

HALL.

CLAYTON.

Special to the Marine Record.

There promises to be a merry war during the coming season over the final struggle for the supremacy of the river by the Richelieu & Ontario Navigation Company. The St. Lawrence Navigation Company, of Quebec, the only surviving competitor of the R. & O. Company, appears nothing daunted by the preparations of the latter to run an opposition to the Saguenay line of the St. Lawrence Company, and a resolution has been arrived at not only to stoutly meet the threatened opposition, but to carry the war into Africa and inaugurate opposition to all the leading lines operated by the Richelieu Company. That the St. Lawrence Company is in earnest is shown by the fact that Hon. James Ross, the Quebec millionaire, one of the largest shareholders of the St. Lawrence Company, and Mr. Bagot, one of the directors, have gone to New York where they are to see about procuring steamers to place on the lines between Quebec and Montreal, and Montreal and Hamilton.

A short time ago Rochester capitalists met to organize a steamboat company and build two large steamers to run the south shore of Lake Ontario and the St. Lawrence, and to run from Rochester to Ogdensburg, connecting with steamers to Montreal, expressly for the summer travel. This has been talked of every year, and is not any farther advanced than years ago. They, like congress, talk a fellow blind, but don't execute. Two fine steamers on this side of the lake would pay well, for the Richelieu Company has had their own way for years, stopping at four American ports inside of twelve miles, never leaving a dollar on this side of the lake. The Dingley bill put a damper on them with a round turn.

It is said that the Ogdensburg Railroad Company has chartered the propellers John Pridgeon, Oneida and Pacific, and will secure the Frost, Haskell and Averell; the Oneida and Pacific to run to Toronto and

to Ogdensburg, and the others from Chicago. We hope that this is true. It will seem like old times when the Northern Transportation Company were running so many boats down the St. Lawrence.

Captain Eldridge Kendall is building another new scow and has her in frame. She is 65 feet keel, 16 feet beam, 6 feet depth of hold, has cabin forward, with single spar, mainsail and jib.

The ice has again blocked the river from Round island to Prospect park. A warm south wind is needed to break it up once more. The wind for a few days has been northeast and cold.

B.

TOLEDO.

Special to the Marine Record.

Propeller Lowell and tow left here Sunday morning, loaded with coal for river ports.

We are having the worst snow and wind storm of the season to-day.

Barge Agnes is at the Columbus dock loading coal for Detroit, at 25c.

Propeller Cormorant and schooner Richard Winslow are to load at the O. C. dock this week for Washburn, on contract.

Schooner O. Mitchell is at Wabash elevator No. 5, loading corn for Oswego, 4½¢.

Scow J. H. McGruder is at Columbus dock, loading coal for Windsor, 25c.

I. L. Millard and L. S. Sullivan have bought 3-5 of tug Syracuse from Breckenridge Brothers for \$1,300.

Tug M. A. Green is in Young & Miller's slip receiving a coat of paint.

Toledo Harbor tug office which was at 74 Water street, last season, will be removed to 64 Water street, for the present season.

J.

BAY CITY.

Special to the Marine Record.

Mr. Richard Armstrong, manager of the Saginaw river fire tugs, has all of his boats in commission. The fine tug James Hay will be stationed at East town for patrol work and transfers, and Captain Wm. Armstrong will be in command. The ferry David Sutton will run on the Carrolton & Milwaukee route, same as last season. At present the passenger boat Handy Boy, is running between this city and East Saginaw. She will go on the Stone island route after the River line steamer W. R. Burt comes out. The steamer C. B. Hull, belonging to same line, will try her luck on the Bangor route.

Business about the docks is booming and the sound of the calking iron is heard on all sides.

Mr. Joe Elliot, the boss sign writer, is doing some elegant work on the shore line steamers.

The propeller St. John, belonging to James Roberts, will ply on the Caseville route during the coming season.

Henry Lester, of Marine City, will be on deck this season with the tug T. M. Moore, and will also do a little commission business.

The can buoy and channel stakes are being painted and will be placed in position as soon as practicable.

Captain L. Slyfield has sold all above deck of the sunken barge Wm. Lewis for \$50 to Mr. Sprague, the lime kiln man, who will fit out a scow with the same for his stone trade.

Captain Byron Armstrong, who is to be master of Frank Wheeler's new passenger boat that is to run in connection with the Detroit, Bay City, & Alpena Railroad Company at Black River, was formerly master of the steamer C. B. Hull, that plied in the excursion business on the river last season. By is a good fellow, and we wish him luck with his new charge.

SHAW.

EAST SAGINAW.

Special to Marine Record

A. N. Pinet & Brother, of this city, have made arrangements to handle the tug Tom Maytham during the season of 1886. She will be commanded by Captain James Bell, while Engineer John Davis will handle the throttle. The Maytham is having extensive repairs made to her boiler, while A. F. Bartlett & Company are repairing her cylinder and otherwise putting her machinery in first class shape, and when she comes out she will be better than ever. The Maytham is a great favorite with vessel men trading at this port, as she has a record for three seasons past of not doing one dollar's worth of damage.

The passenger steamer Charles P. Fish has taken her route between this and Saginaw City, and is being well patronized.

The Molles Brothers, owners of the tugs Tom Dowling, Laura Gibbs and Frank Tracy are making extensive repairs to their tugs prior to going to Lake Superior, where they have a large contract for log towing.

A terrible wind storm from the north came up Monday night and prevailed all day Tuesday, piling the ice up on the shores of Saginaw Bay from eight to twelve feet

high. The water in the river was going down rapidly, but has changed its course and is on the rise again.

The barge Fostoria is discharging her cargo of coal at Beese & Company's coal yard, preparatory to fitting out for the season.

Captain Charlie Sonsmith was informed yesterday by two gentlemen from Lexington that no water can be seen on Lake Huron from that port.

Captain Wm. Mitchell's tug Music, it is understood, will tow the barges Commodore, W. L. Peck and Favorite this season in the Ontonagon lumber trade for the Diamond Match Company, of Cleveland.

Inspectors and vessel owners at this end of the river will, during the coming season, endeavor to have all lumber, carried from the Saginaws, entered at the Custom House, by having captains clear from this port. It has been the custom in the past to take on a portion of a load here and finish out below and enter the entire cargo at Bay City on their clearance paper, thus swelling the shipments from that port to a figure much larger than the actual shipment would make.

The barge G. W. Wesley is being repaired to the extent of \$800. She is having iron knees put in and carpenter work where required. It is expected she will rate B1 when she is finished.

A fisherman who came in from outside Monday reports the ice two feet thick, but getting rotten.

Frank Palmer, lighthouse keeper at East Tawas, says there is ice on Saginaw Bay, as far as the eye can reach, and he will discontinue the lights until the ice moves off.

SHAW.

DULUTH.

Special to the Marine Record.

There are 6,300,000 bushels of grain in store here and about 60,000 tons of coal left yet. The ice is still solid, but not nearly so thick as last winter, and it is thought that an opening will let boats up here as early as May 5th.

There are only about 250,000 bushels of grain chartered and the price of wheat is nearly as high here as in Buffalo.

D.

The Herald says Alex Crawford is a candidate for the position of inspector of boilers and Captain Munroe for inspector of hulls. Mr. Crawford is an engineer who has had a practical experience of a quarter of a century, and no man is better qualified for the position than he. Captain Munroe is an old sailor, and he has had practical experience enough on the lakes to amply qualify him for the position.

STURGEON BAY.

Special to the Marine Record.

Cold weather and northerly winds since March 20 will retard opening of Green Bay at least two weeks.

Schooner Luna of Manitowoc, which was forced to winter here, has been sold to parties of this place. Consideration \$500. Her former owner Captain Oleson has bought an interest in scow Minch of Sheboygan.

The tug Jessie Spalding will be on hand again this season to do canal towing. She is receiving new skylight frames, repainting, etc. Captain Frank Jacobs will handle her; Mark Holt engineer. It is the intention of her owner, E. S. Minor, to put in another boat as good as the Spalding, in the spring, if business warrants it. Last season there was hardly enough towing for one boat; but if it increases at all this season vessels trading through the canal may depend upon having two good boats at their disposal. One of the boats will be kept on the alert for wreck calls and will have lighter, steam-pump, haulers, etc.

The name Sturgeon Bay canal has been changed to Minorville, to distinguish the canal from Sturgeon Bay City. Vessels wanting tug at any time should address tug office at Minorville.

SAND BEACH.

The propeller Atlantic of Grummond's line, is meeting much opposition from ice in her attempt to reach Macinac City. She lay at Sand Beach last Saturday.

EAST TAWAS.

Captain Plough, with the same crew as last year, opened the life saving station on the 1st inst.

RUELLE & CO'S TUG LINE.

TUGS:

J. L. MINER, C. D. MCKINNON, QUICKSTEP. RIVER AND HARBOR TOWING, STEAM PUMPS AND LIGHTERS. WRECKING A SPECIALTY.

UP RIVER OFFICE, Belle Isle Ice Co.'s Dock, J. W. Westcott's foot of Woodward Ave. Telephone No. 199—3 rings. DOWN TOWN OFFICE, J. W. Westcott's foot of Woodward Ave. Telephone No. 55.

DETROIT.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXIV.

Navigation commenced at Buffalo in 1864 April 14, the propeller Acme, Captain J. W. Hathaway, the first to depart. The propeller Michigan, of the N. T. line, from Toledo, arrived at Port Colborne the day previous. The propeller Dubuque, Captain McIntyre, passed through the Sault canal May 2, and the propeller Maine, bound eastward, through Mackinac Straits April 22.

There was an improvement in lake freights over the season previous, with an average ruling of 9c. on wheat, and the highest rates on that cereal at 18c.

The appointments of steamers, plying between Cleveland and Detroit and Lake Superior were as follows: Steamer Planet, Captain J. P. Ward; steamer Illinois, Captain John Robertson; steamer Traveler, Captain F. S. Miller; propeller Water Witch, Captain Barney Sweeny; propeller Iron Sides, Captain J. E. Turner; Lac La Belle, Captain John Spalding; propeller Pewabic, Captain George McKay; Meteor, Captain R. S. Ryder; Northern Light, Captain Murch; propeller Dubuque, Captain McIntyre.

The propellers, plying between Buffalo and Toledo, in connection with the Erie Railway line, and appointments were as follows: Propeller Wabash, Captain John Kirby; Passaic, J. S. Mitchell; Canisteo, Captain George Blackman; New York, Captain H. A. Sisson; Acme, Captain J. W. Hathaway; Elmira, Captain Wm. Thorne; Pittsburgh, Captain Simon Monroe; Tioga, Captain L. H. Waterbury; Olean, Captain M. Driscoll; Portsmouth, Captain J. W. Travers; Oswego, Captain D. H. Bryant; Susquehanna, Captain John Brown.

The steamer Morning Star, Captain E. R. Viger, and the City of Cleveland, Captain Wm. McKay, composed the Detroit & Cleveland line.

The following plied between Buffalo and Chicago: Propeller Idahe, Captain A. B. Conkey; Dean Richmond, Captain Sol Rummage; Winslow, Captain J. M. Smith; Fountain City, Captain W. H. Rounds; Wenona, Captain M. H. Collins; Mendota, Captain James Welch; Galena, Captain B. Penney; Chicago, Captain Alvin Dodge; Evergreen City, Captain John Parsons, and the Cuyahoga, Captain John Evans.

The gradual improvements in freights contributed quite a number of lake carriers. Omitting a number of the smaller class and not engaged exclusively in freighting, the following list of new vessels, commissioned in 1884, is appended:

The barque Huron, noted below, was built at Port Huron for parties in Boston, Mass., and on being completed, took her departure for ocean service.

Steamer City of Toronto, 600 tons, built by L. Shickluna at Niagara.

Steamer George L. Dunlap, 338 tons, built by W. H. Wolf at Green Bay.

Steamer W. J. Spicer, 300 tons, built by R. Stead at Port Sarnia.

Propeller Dean Richmond, 1416 tons, built by Quayle & Martin at Cleveland.

Propeller Pacific, 766 tons, built by Peck & Masters at Cleveland.

Propeller Lac La Belle, 850 tons, built by I. Lafrinier at Cleveland.

Propeller Arctic, 785 tons, built by Peck & Masters at Cleveland.

Propeller Truesdale, 499 tons, built by Doolittle & Co., at Chicago.

Propeller Georgian, 320 tons, built by J. Potter at Severn River.

Propeller Ironsides, 937 tons, built by Quayle & Martin at Cleveland.

Propeller Skylark, 300 tons, built by S. McDonald at Detroit.

Bark H. P. Bridge, 400 tons, built by J. M. Jones at Detroit.

Bark Thermutis, 420 tons, built at Cleveland.

Bark Huron, 378 tons, built for ocean service at Port Huron.

Bark J. P. March, 355 tons, built by Crozier at Vermilion.

Bark Ogara, 604 tons, built by C. W. Lent at Conneaut.

Bark Summer Cloud, 341 tons, built by Wm. Jones at Black River.

Bark Tuscola, 221 tons, built by Eastman at Grand Haven.

Schooner Sea Gull, 201 tons, built by J. Simpson at Oakville.

Schooner Amaranth, 272 tons, built by W. Shupe at Milan.

Schooner Hippogriffe, 295 tons, built by W. Crosswhite at Buffalo.

Schooner Anglo Saxon, 314 tons, built by Donaldson at Point Dalhousie.

Schooner Hercules, 222 tons, built by A. Roberts at Hamilton, Ont.

Schooner E. B. Allen, 275 tons, built by H. C. Piersen at Ogdensburg.

Schooner Express, 244 tons, built by C. Huntley at Sheboygan.

Schooner Brooklyn, 375 tons, built by S. G. Johnson at Clayton.

Schooner Montana, 245 tons, built by John Oades at Clayton.

Schooner John Oades, 198 tons, built by John Oades at Clayton.

Schooner J. F. Card, 276 tons, built by Nichols at Vermilion.

The following were added to the catalogue of tugs for lake and river service:

Tug Samson, 181 tons, built by L. Shickluna at St. Catharines.

Tug Metamora, 152 tons, Peck & Masters at Cleveland.

Tug Satellite, 149 tons, built by Quayle & Martin at Cleveland.

Tug Tawas, 88 tons, built by Williams at Vicksburg.

Tug Mayflower, 127 tons, built by McDole at Marine City.

Tug Kate Moffat, 134 tons, built by Steward at Port Huron.

Tug B. B. Jones, 109 tons, built by B. B. Jones at Milwaukee.

Tug W. T. Robb, 125 tons, built by G. Hardison at Stromness.

During the navigation of 1884 there were 599 marine casualties on the northern lakes, involving a loss on hull and cargo, amounting to \$654,100. Of this number 8 were caused by explosions, 7 capsized, 123 went ashore, 151 sprung a leak, 4 by fire, 202 damaged in hull and outfit, 9 foundered, 47 collided and 45 passed out of existence. The following were total losses:

Steamer Pontiac, exploded at Grand Haven and three lives lost, \$5,000.

Steamer Amity, wrecked on Long Point, \$6,000.

Steamer Alexander, burned on Lake Ontario, \$8,000.

Steamer Cleveland, wrecked at Two Heart river, Lake Superior, \$50,000.

Steamer George Moffat, wrecked at Presque Isle, Lake Ontario, \$12,000.

Propeller Nile, exploded at Detroit, and six lives, \$45,000.

Propeller Racine, burned off Rond Eau, and eight lives lost, \$45,000.

Propeller Sciota, sunk by propeller Arctic off Dunkirk, with loss of nine lives, \$30,000.

Propeller Ogdensburg, sunk by schooner Snowbird in Lake Erie, \$40,000.

Propeller Kenosha burned at Point Edward, St. Clair river, \$40,000.

Tug Winslow, wrecked at Cleveland, and five lives lost, \$20,000.

Bark Western Metropolis, wrecked near Chicago, \$20,000.

Bark Mojave, foundered in Lake Michigan and ten lives lost, \$35,000.

Bark B. A. Stanard, wrecked at Point Betsy, \$18,000.

Brig Amazon, wrecked at Point Edward, \$4,000.

Brig Mohawk, sunk by a tug in Lake Erie, \$15,000.

Brig Sultan, foundered off Euclid and seven lives lost, \$12,000.

Schooner Horace Greeley, wrecked at St. Joseph, \$2,000.

Schooner Emma Jane, foundered in Lake Erie, and seven lives lost, \$6,000.

Schooner Storm, lost on Lake Michigan with one life, \$600.

Schooner Union, wrecked near Milwaukee, \$2,500.

Schooner Col. A. B. Williams, foundered in Lake Huron, \$20,000.

Schooner Storm Spirit, sunk by collision in Lake Huron, \$10,000.

Schooner Mayflower, foundered in Lake Erie and eight lives were lost, \$7,000.

Schooner Opechee, foundered in Lake Erie with loss of six lives, 5,000.

Schooner Isabel wrecked on Lake Huron, \$4,000.

Schooner Cattaraugus, foundered in Lake Ontario, \$15,000.

Schooner Comely, wrecked at Point Abino, \$4,000.

Schooner James Coleman, wrecked on Lake Ontario, \$3,000.

Schooner A. J. Rich, wrecked at Kencardine, \$25,000.

Schooner Forwarder, wrecked at same place, \$2,000.

Schooner Amelia, wrecked near Goderich, \$28,000.

Schooner Altair, wrecked at Chantry Island, \$25,000.

Schooner Queen City, wrecked near Marquette, \$10,000.

Schooner Fortune, wrecked on Lake Huron, \$25,000.

Schooner J. C. Wheeler, lost on Lake Ontario, \$8,000.

Schooner Experiment, wrecked at Manitowoc, \$3,000.

Schooner Carrier Dove, lost on Lake Ontario, \$4,000.

Schooner Sardinia, wrecked at Oswego, \$5,000.

Schooner Jennie Lind, wrecked on Long Point, Lake Erie, \$3,000.

Schooner Belle, lost in the same locality, \$4,000.

Schooner Newark, lost on Lake Huron, \$2,500.

Schooner Perseverance, sunk by schooner Grey Eagle in the Straits, \$6,000.

Schooner Mountaineer, wrecked in Georgian Bay, \$3,000.

The deaths among masters from various causes were, as nearly as ascertained, as follows:

Captain J. C. Benjamin died at Prairieville, Michigan.

Captain Robert Wagstaff, an old veteran, died at Hoboken, N. Y., aged 56 years.

Captain Nelson Spafford was drowned from tug Masters in the St. Clair river.

Captain McIntosh was lost with schooner Emma Jane in Lake Erie.

Captain Robert Nicholson was drowned from the schooner De Wolf, in Lake Michigan.

Captain James Burris was drowned from brig Globe in Lake Huron.

Captain P. J. Averill was lost with the schooner Mayflower in Lake Erie.

Captain John Clement was lost with the schooner Opechee in Lake Erie.

Captain Nelson Webster and crew were lost with the brig Sultan in Lake Erie.

Captain Morrison was killed by the explosion of tug Seneca at Detroit.

Captain James Flood died suddenly at Chicago.

Captain Taberner and his mate were lost from brig Mahoning which capsized on Lake Michigan.

Captain D. N. Malott and crew of ten were lost with bark Mojave which foundered on Lake Michigan.

Captain John Caldwell, an old pioneer, died at Cleveland, aged 67 years.

Captain Zephania Perkins, well known in early times, died at Dunkirk, aged 82 years.

Captain John W. Webster, on the lakes upwards of forty years, died at Painesville, Ohio, aged 76 years.

Captain Butterworth, of steamer Clifton, died suddenly at Owen Sound.

The total number of deaths from all causes was 133.

ST. MARY'S FALLS CANAL.

NEW RULES AND REGULATIONS.

The new rules and regulations were received on the 29th of September, and have been enforced since that date.

Copies were posted in conspicuous places in the village, at the canal office, and locks, and in addition, a copy was issued to the master and clerk of each craft passing the canal, and a receipt taken therefor. This plan was adopted to avoid duplicating them to the vessels, and also as evidence that all masters and clerks had been duly informed of the change in the rules for the government of the canal.

The rules and regulations as published by order of the secretary of war are as follows:

RULES AND REGULATIONS FOR THE GOVERNMENT OF THE ST. MARY'S FALLS CANAL, MICHIGAN.

In accordance with the provisions of section 7 of the act of Congress approved July 5, 1884.

Rule 1. The movements of all vessels, boats, and other floating things in the canal and locks, shall be under the direction of the superintendent and his assistants.

Rule 2. All steamers desiring to use the locks shall signal for the same by two long and two short blasts of the whistle.

Rule 3. All tows before entering the locks shall, if practicable, shorten their tow lines to 400 feet or less. All tows leaving the locks shall invariably shorten their tow lines to 400 feet or less.

Rule 4. In passing, the canal vessels or boats belonging to the United States government, shall have precedence over all others. Passenger boats shall in general have precedence over all others, except those belonging to the United States.

Rafts must give way to all documented craft. Boats arriving first at the canal will in general have precedence over others of the same class. Small vessels or craft, bent on pleasure only, shall not be granted a separate lockage when others are waiting to pass the locks, but may be passed through the locks in company with other vessels.

Rule 5. All boats, waiting above the locks for lockage, must be kept at least 400 feet above the upper gates; and those waiting below the locks must be kept at least 200 feet below the lower gates.

Rule 6. Masters or clerks of vessels or boats shall report in person at the office of the superintendent on each passage, and make such statement of passengers, freight, and registered tonnage as he may require.

Rule 7. No business trading or landing of freight or baggage will be allowed on or over the canal piers or lock walls, except such small articles as may be readily carried in the hand, so as not to delay navigation or obstruct the operating of the locks.

Rule 8. Vessels or boats may be moored to the piers only when specially permitted by the superintendent, and then only in such places and for such times as he may direct.

Rule 9. No material of any kind shall be thrown into the canal. Flues shall not be cleaned in the locks.

Rule 10. All persons are prohibited from willfully or carelessly damaging the canal, or any part thereof.

Rule 11. All boats using the canal must be free from projecting irons or rough surface that would be liable to damage the lock walls or canal piers.

Rule 12. No vessel or boat shall in any way obstruct the canal, or delay in passing through, unless permitted to do so by the proper authority. The neglecting of any lawful order shall be construed as obstructing the free navigation of the canal.

FREIGHT AND PASSENGER TRAFFIC.

The canal was open to navigation during the present fiscal year 219 days, 14 days less than during the fiscal year of 1883-'84. It was closed for the winter on December 10, 1884, and opened for the current season on May 6, 1885.

The statement of business for the season of 1884 shows that five articles, consisting of iron ore, lumber, coal, wheat, and copper comprise 84 per cent of the entire commerce through the canal for that year. The percentage that each bears to the entire freight traffic is as follows: Iron ore, 40; coal, 24; wheat, 13; lumber, 6, and copper 1 per cent.

Three of these, wheat, coal, and lumber, are comparatively new freights, not having been prominent in the commerce of Lake Superior until recently. The first shipments of wheat and coal in any considerable quantity were in 1871, while lumber shipments did not begin until 1875.

Iron ore and copper have always been important items of the traffic, though they have increased, in the case of the former, from 1,447 tons in 1884 (the year the canal was first opened) to 1,136,071 tons in 1885, and in the latter from 3,196 tons to 36,062 tons during the same period.

The total amount of registered tonnage which has passed through the canal since its first opening in 1855 up to the present date is 29,766,927 tons.

On July 24, 1884, there were fifty-five passages through the locks, the largest day's business in the history of the canal. On June 12, 1885, there were fifty-three passages through the new lock; 43 of these were locked between the hours of 11 o'clock a. m. and 12 o'clock midnight, or during thirteen hours of the day. The lock was also

idle during this time one hour and thirty-seven minutes.

The statement of business through the canal shows the total freight traffic for the present year to be 2,870,728 tons; this is 329,929 tons greater than the freight tonnage for the last fiscal year.

STATEMENT OF THE BUSINESS OF THE ST. MARY'S FALLS CANAL, MICHIGAN, FOR THE FISCAL YEAR ENDING JUNE 30, 1885.

Number and class of vessels passed:	
Side wheel steamers.....	140
Propellers.....	3,421
Sail.....	1,669
Rafts and unregistered craft.....	399

Total passages.....	5,629
Total regist red tonnage.....	2,981,786

Freight and passenger traffic:

Coal, tons.....	691,174
Copper, tons.....	36,829
Flour, barrels.....	1,334,802
Grain, bushels.....	14,130,448
Iron ore, tons.....	1,112,828
Pig and manufactured iron, tons.....	63,083
Lumber, M feet, B. M.....	131,132,000
Salt, barrels.....	129,452
Miscellaneous or unclassified freight, tons.....	187,216

Total freight, tons.....	2,870,728
Passengers.....	44,533

The House committee on rivers and harbors has decided to report a bill prohibiting the dumping of any refuse, saw dust, stone, street sweeping or any waste of any character in any harbor or water way in the United States. This question has been before Congress for several years on complaints that have come from New York, and this year the House has received official remonstrance from army engineers, steamship companies, commercial organizations and citizens generally. The committee on rivers and harbors have about completed the preparation of the appropriation bill which will amount in total to \$14,500,000. The committee has made appropriation only for works of a national character and has omitted the annual allowance to local objects. The bill will be shorter this year than usual, although appropriating a larger sum of money. There is a good deal of dissatisfaction expressed by representatives who have small rivers and harbors in their districts that have been overlooked, but the committee has been governed by the amount of commerce at each place and the necessities of the case rather than by appeals from members.

CATTLE BILLS OF LADING.

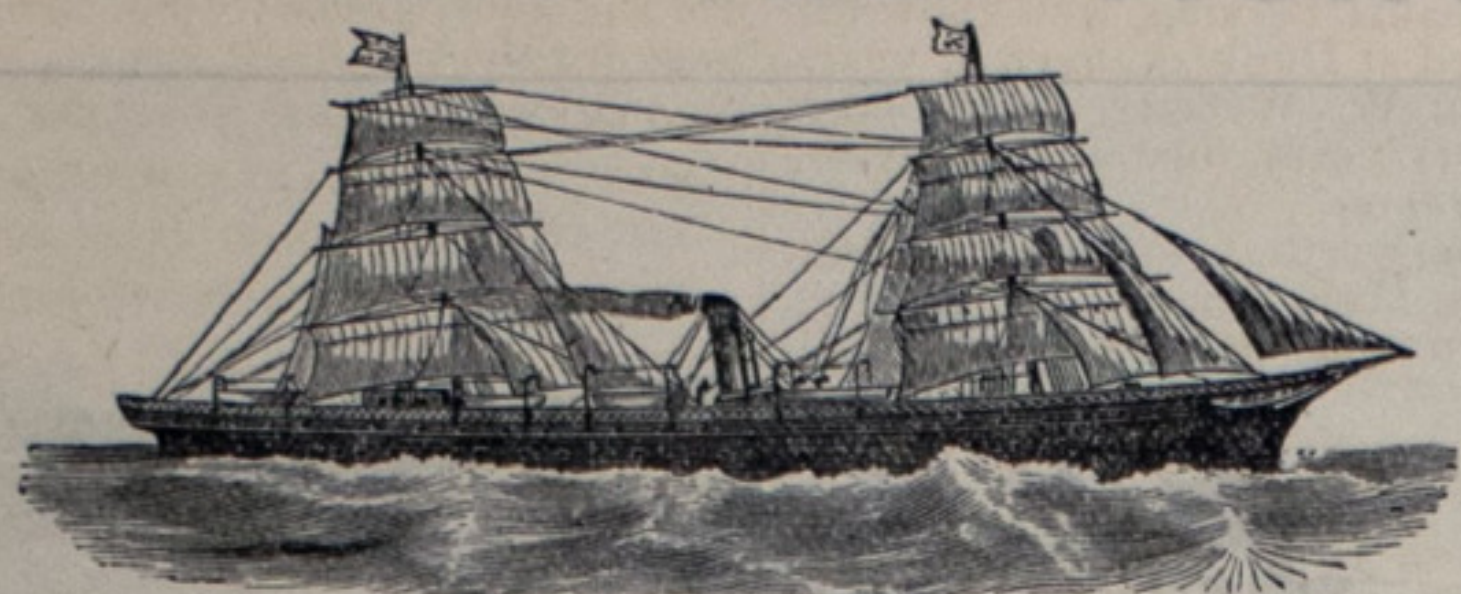
A deputation, representing the Dominion live stock association, including Mr. John Elliott, of Kingston is in Ottawa interviewing the minister of agriculture. The subject of their mission is the wish of the trade to have the present steamship bills of lading altered. This difficulty, it will be remembered, came up last season, when some steamship companies made the concessions asked, but the government took no active steps to enforce by a law the requirements asked for the association, which are simply that a law be passed, compelling steamship owners to issue bills of lading on which freight would only be payable on cattle at port of destination, instead of the number loaded at the port of embarkation, as at present.

Last fall it was given out that the Kirby-Carpenter Company intended to give up their extensive barge line, which has carried lumber between Menominee and Chicago for many years. The announcement was not generally believed at the time, because marine men could not understand why even so large a corporation should throw over so large an amount of valuable property. The same announcement is out again this spring, and it has to be taken as a settled fact. The big tug Favorita, which has been used to tow the barges, has been placed on a passenger and freight route in Green Bay, and the river barges will have to depend on their sails for this season at least. It is the intention of the company to run them as the Grand Haven barges have been run during the past five or six years. In this connection it might be stated that the three big arks which hail from Ludington will also resume business this spring. They were shelved last summer because of the depression of lumber freights; but now that the prospects seem brighter they will be taken out again. The tug Brockaway, Captain Courtland, will tow them.

The Port Arthur Sentinel says: The dispatches to-day contain the announcement that Captain Moore, of the ill-fated steamship Algoma, which was wrecked last season at Isle Royale, has had his certificate restored. This will prove very pleasing intelligence to many of his friends in Port Arthur. The certificate was restored in compliance with a memorial to the Governor-in-Council, signed by nearly all the Ontario members of the House of Commons. This is a strong testimonial of the captain's merits and the many good qualities which have won him hosts of friends wherever he is known.

Henry Willis has written an interesting letter to the Allegan Journal and Tribune concerning the Michigan ship canal, and detailing the plans and probable expense of building it. In conclusion he says: "I should be glad to take the contract for constructing this canal of 184 miles in length, 112 feet wide, and also with a railroad on the bank equipped with eight locomotives and telephone line, and agree to have everything complete for \$10,700,000. The estimate of the state survey, made in 1837 was \$500,000, and the route then surveyed was 19½ miles longer than my proposed route, as it was via Hastings and the Thornapple."

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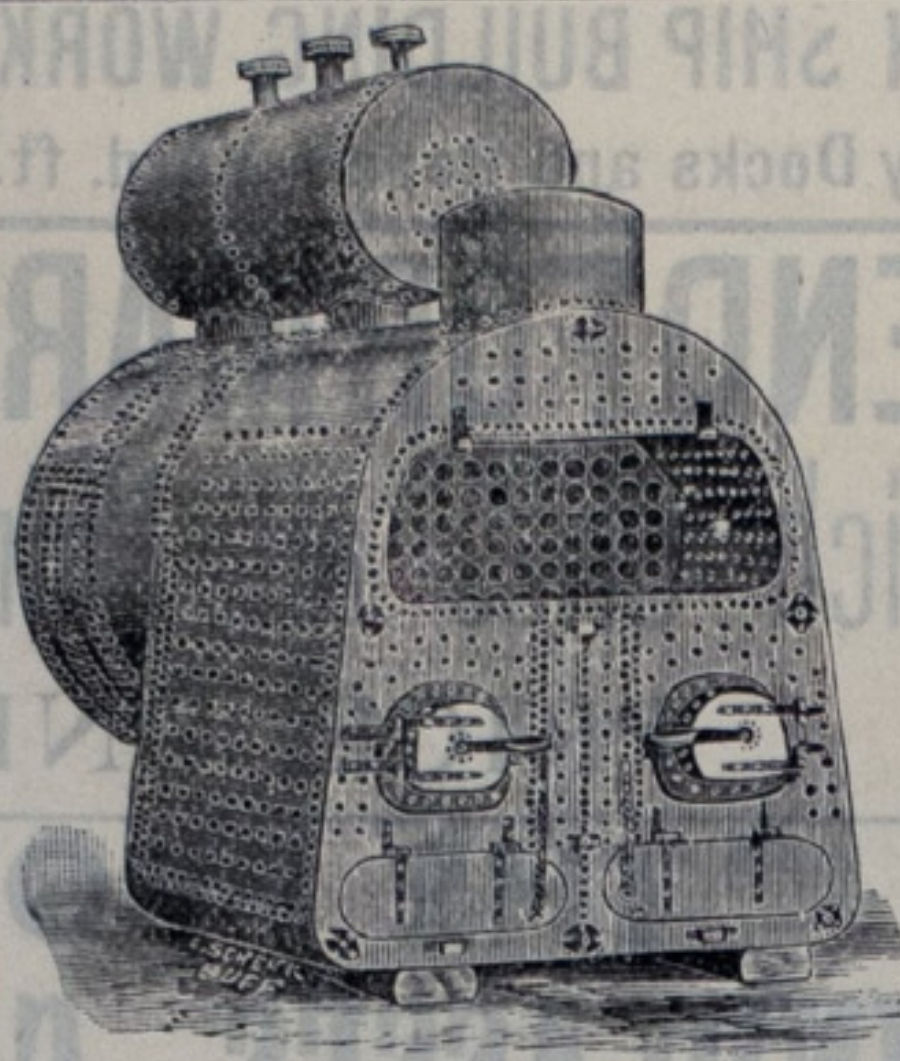
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60 inches long, cast iron breeching, good as new.

FOR SALE,
New Iron Tug.

Dimensions 78 feet long, 17 feet beam, 11 feet deep;
draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in
diameter, 13 feet long, allowed 112 pounds steam. Three
iron breast hooks forward, collision bulkhead forward,
water tight bulkhead forward of boiler; iron coal
bunkers, water tight bulkhead aft at shaft-gland, with
water tight iron deck forming the floor of after cabin.
Iron decks, bulwarks and deck houses; iron tow posts
aft. Heavy angle iron frames, with reverse bars on al-
ternate frames; 5/8 plate, steel floor plates; boiler, en-
gine and bearing foundation of iron. For sale cheap

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Gentlemen.—In reply to your inquiry of 25th inst., re-
lative to the satisfaction your "Steel Plate Range" has
given, I would say that we have had one in use about eight
months, and find it perfect in all respects. My wife is
well pleased with it. Have had no trouble to keep fire
all night with hard coal. Very truly yours,
DAN. H. KEYS, of Lloyd & Keys.

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Gentlemen.—We are much pleased with the Steel Plate
Range that you put into our propeller Kalkaska. It seems
to be the right thing for steamboat service.
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Gentlemen.—We have had in this institution for some
time one of your largest size Steel Plate Ranges, and it
has given good satisfaction. It is strong, and we think
will be durable. Respectfully, HON. S. HARMON,
Superintendent Tuscarawas Children's Home.

Messrs. F. & H. BORN. Cleveland, O., Feb. 1, 1886.
Gentlemen.—In reply to your favor I would state that
we have had in use two of your No. 9-18 Double Oven
Steel Plate Ranges in our restaurant for the last six
months, and find that they do all you claim for them.
We can cheerfully recommend them to anyone in need
of a first-class, durable and economical Range.
Yours respectfully, RICHARDS & MCKEAN.

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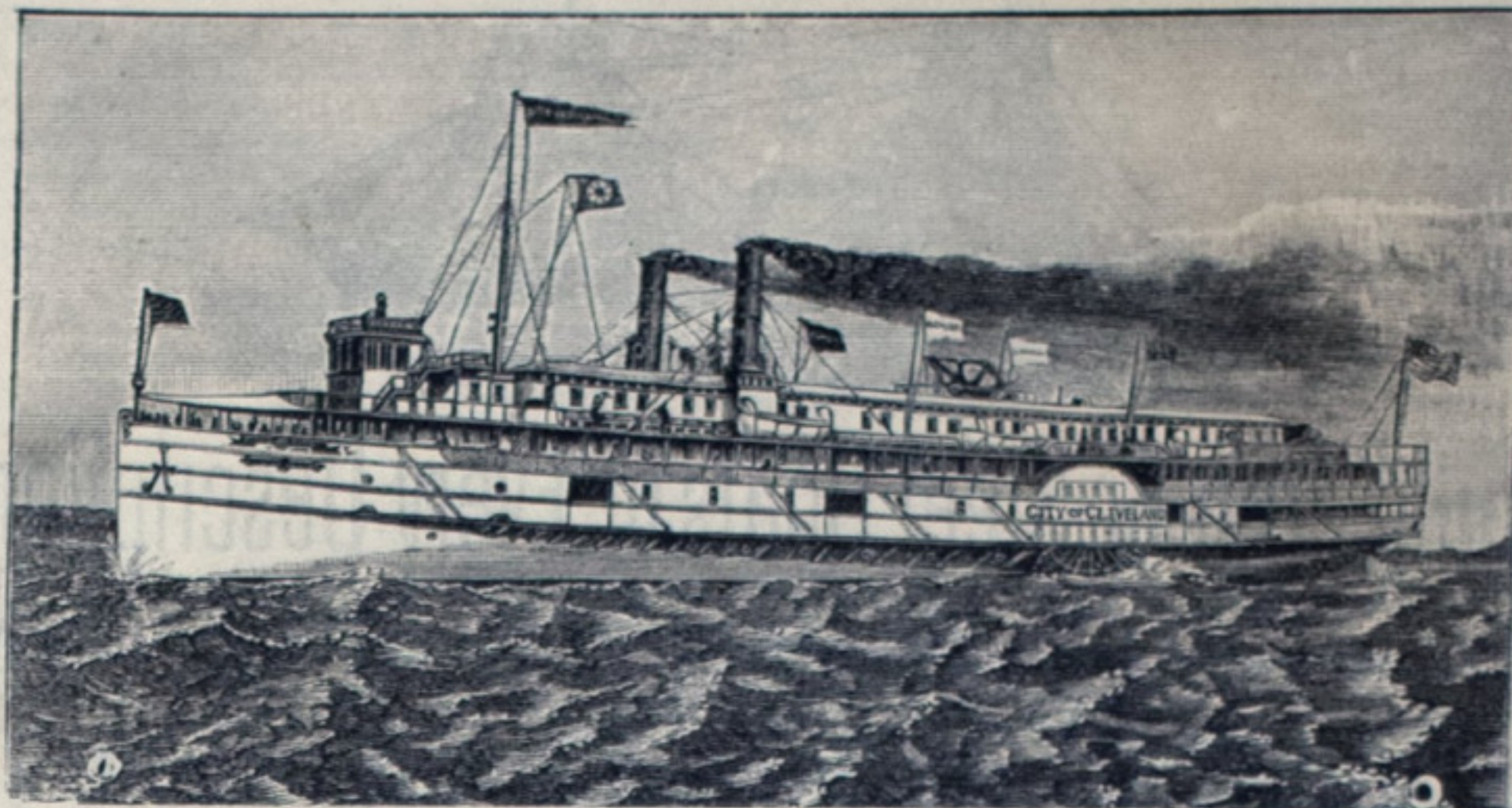
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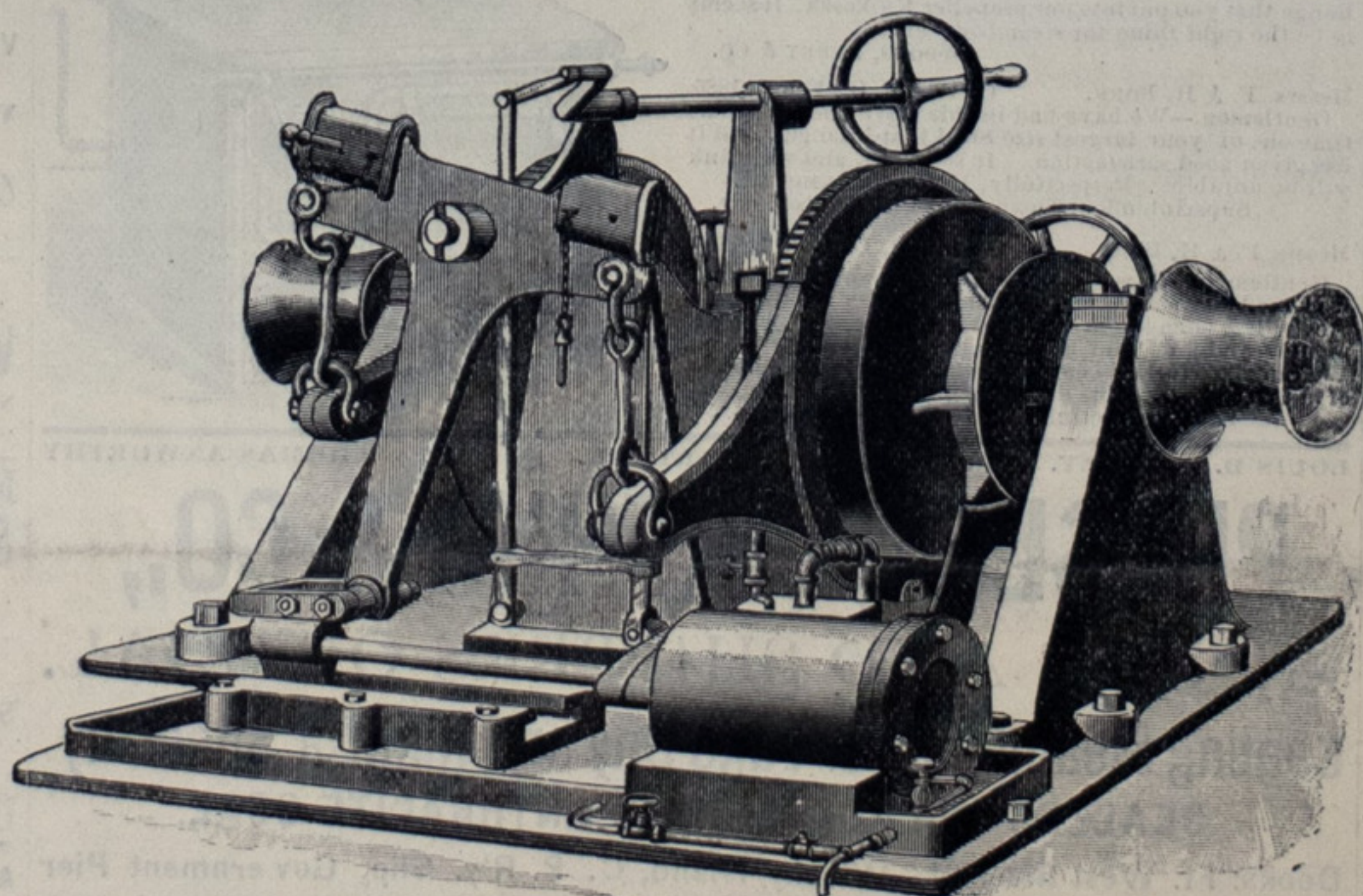
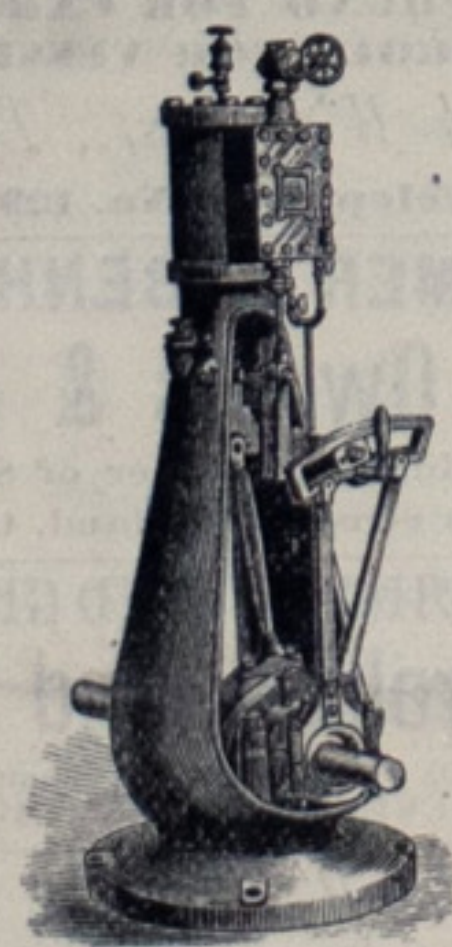
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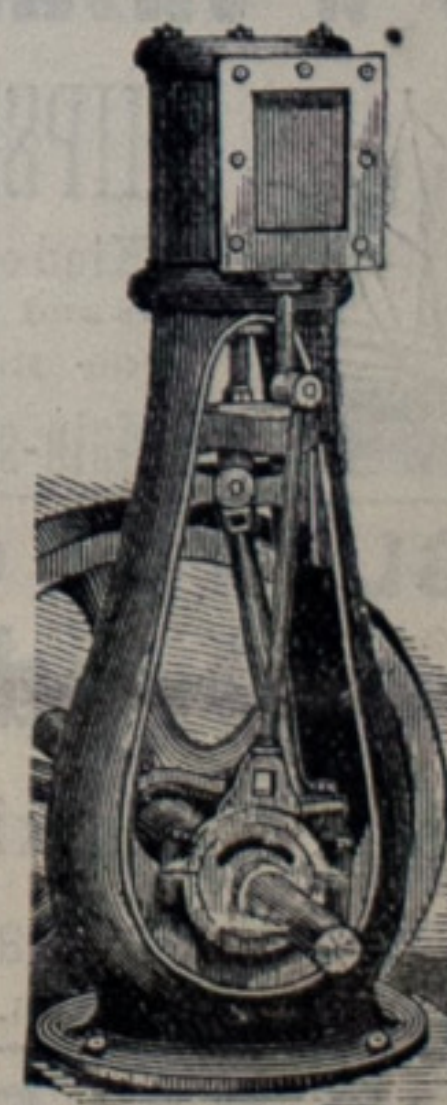
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